



DEPARTMENT OF THE NAVY

NAVAL SUPPLY SYSTEMS COMMAND

WASHINGTON, D.C. 20376

NAVSUPINST 4600.73B CH-4

SUP 051

OCT 2 1991

NAVSUP INSTRUCTION 4600.73B CHANGE TRANSMITTAL 4

Subj: NAVAL SUPPLY SYSTEMS COMMAND US/UK TRANSPORTATION PLAN

Encl: (1) Revised Appendix 4 of Enclosure (1) to Subject Plan

1. Purpose. To update information provided in subject plan.
2. Action. Remove Appendix 4 of enclosure (1) to subject plan and replace with enclosure (1) to this transmittal.

W. J. SCHMITT
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Transportation

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APPENDIX 3

ORGANIZATIONAL TITLES AND LOCATION OF US REPRESENTATIVES
SUPPORTING RECEIPT OF UK FBMWS/SWS MATERIALS
IN THE UNITED KINGDOM

3-1 The following agents will perform the necessary functions relating to processing of shipping documentation associated with UK FBMWS/SWS materials being shipped to the UK under US documentation. These agents will initiate Cargo Outturn Reports which serve as a basis for claims initiation and will provide such other services as are normally provided on DOD shipments to US addresses in the UK.

CARRIERS	PORT	AGENT
a. TAK	Holy Loch	NAVACTS DET Holy Loch, Scotland
b. TAK	Greenock, Glasgow	NAVACTS DET Holy Loch, Scotland
c. MSC Freighter	Felixstowe, Greenock, Glasgow	NAVACTS, United Kingdom NAVACTS Det Holy Loch, Scotland
d. MAC	Prestwick	NATCO, Prestwick
e. Commercial Air	Prestwick	NATCO, Prestwick
f. Commercial Air	Other Airports	NAVACTS, United Kingdom
g. MAC	NAF Mildenhall, London	NAVACTS, United Kingdom

3-2 The US Naval Regional Contract Center Detachment, London, will perform material inspections as requested by SPUK.

OCT 2 1991

APPENDIX 4

LIST OF UK CONSIGNEE ADDRESSES

ADDRESS CODE	ACTIVITY	
UK001	Superintendent Royal Naval Spare Parts Distribution Centre Eaglescliffe, Stockton-on-Tees, Cleveland TS16 OPH, England	
UK002	Director Royal Aircraft Establishment Farnborough, Hants GU14 6TD, England	
UK003	Director Royal Armament Research and Development Establishment Powder Mill Lane, Waltham Abbey, Essex EN9 1BP, England	
UK004	Director, AWE Aldermaston Reading, Berkshire RG7 4PR, England	Revised
UK005	DGST(N) 37C Royal Naval Stores Depot Copenacre, Hawthorn, Wilts SN13 OPW, England	
UK006	Principal Supply and Transport Officer (Navy) HM Naval Base Rosyth, Fife KY11 2XU, Scotland	
UK007	General Electric Defense Systems Division Mark for: U.K. Contingency Reserve (ST220) 100 Plastics Avenue Pittsfield, MA 01201	Revised

JUL 2 1991

APPENDIX 4

LIST OF UK CONSIGNEE ADDRESSES

ADDRESS CODE	ACTIVITY
UK008	Principal Supply and Transport Officer (Navy) Clyde Submarine Base Faslane, Helensburgh, Dunbartonshire G84 8HL, Scotland
UK009	Superintendent Royal Naval Armament Depot Coulport, Helensburgh, Dunbartonshire G84 OPD, Scotland
UK011	Principal Navy Overseer Vickers Ltd Barrow-in-Furness LA14 1AB, England
UK012	Principal Supply and Transport Officer (Naval) Revised For RNSSS Clyde Submarine Base Faslane, Helensburgh, Dunbartonshire G84 8HL, Scotland
UK013	Superintendent Royal Naval Armament Depot Belth, Ayrshire KA15, 1JT, Scotland
UK015	DGSWS Library Revised Room 76, Block D Foxhill, Bath, Avon BA1 5AB, England
UK019	Supply Officer Revised Naval Ordnance Test Unit Attn: U. K. Manager (SP623) Cape Canaveral, FL 32920-1623

007 2 1991

APPENDIX 4

LIST OF UK CONSIGNEE ADDRESSES

ADDRESS CODE	ACTIVITY	
UK020	Receiving Officer Naval Supply Center (Code 09UK) Attn: UK Material Support Representative Charleston, SC 29048-6309	
UK021	Director The Mearings AWE Burghfield Reading, Berkshire RG3 3RP, England	Revised
UK022	Principal Supply and Transport Officer (Naval) Royal Elizabeth Yard Kirkliston, West Lothian EH29 9EN, Scotland	Revised
UK023	Principal Supply and Transport Officer (Naval) For SWSB Clyde Submarine Base Faslane, Helensburgh, Dunbartonshire G84 8HL, Scotland	Revised

NOTE: UK010, UK014, UK016, UK017, UK018 are no longer applicable.



DEPARTMENT OF THE NAVY

NAVAL SUPPLY SYSTEMS COMMAND

WASHINGTON, D.C. 20376 NAVSUPINST 4600.73B CH-3
SUP 051

05 DEC 1989

NAVSUP INSTRUCTION 4600.73B CHANGE TRANSMITTAL 3

Subj: NAVAL SUPPLY SYSTEMS COMMAND US/UK TRANSPORTATION PLAN

- Encl: (1) Revised Page ii of Subject Plan
(2) Revised Pages 16-18 of Enclosure (1) to Subject Plan
(3) Revised Page 2 of Appendix 4 to Enclosure (1) of Subject Plan
(4) Revised Page 5, New Page 6 of Appendix 8 and Appendix 9 to Enclosure (1) of Subject Plan

1. Purpose. To update information provided in subject plan.

2. Action

- a. Remove page ii and replace with enclosure (1) to this transmittal.
- b. Remove pages 16-18 of enclosure (1) to subject plan and replace with enclosure (2) to this transmittal.
- c. Remove Page 2 of Appendix 4 to enclosure (1) to subject plan and replace with enclosure (3) to this transmittal.
- d. Remove Page 5 of Appendix 8 and Appendix 9 to enclosure (1) to subject plan and replace with enclosure (4) to this transmittal.
- e. Pen and Ink Change. On Page v, change page number for Appendix 9 to read: "52."

M. C. HOYT
Deputy Commander
Transportation

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(1) Ensure that TARVAN or motor shipping container, air conditioning, or auxiliary power equipment is in working order prior to release of shipment;

(2) Promptly dispatch REPSHIP in accordance with Appendix 6.

e. The Naval Plant Branch Representative Office (NAVPBRO), Magna, Utah. The NAVPBRO is responsible for the proper shipping and receiving functions by the contractor for material moving to and from this activity. The NAVPBRO will:

(1) Ensure that TARVAN, rail car, motor shipping container, air conditioning, or auxiliary power equipment are in working order prior to release of shipment;

(2) Promptly dispatch REPSHIP in accordance with Appendix 6.

f. The Defense Contract Administration Services Plant Representatives Office (DCASPRO) Westinghouse, Sunnyvale, California is the cognizant inspector for the Westinghouse Electric Corporation, Sunnyvale, CA. The DCASPRO Westinghouse is responsible for the shipping and receiving functions performed by the contractor for material moving to and from this activity.

g. The Naval Plant Representative Office (NAVPRO), Pittsfield, Massachusetts (SPG) is the cognizant inspector for the General Electric Company, Ordnance Systems, Pittsfield, Massachusetts. The NAVPRO is responsible for the shipping and receiving functions performed by the shipping contractor for the material moving to and from this activity.

h. The US Naval Avionics Center (NAC), Indianapolis, Indiana material will ordinarily move via surface transportation. When conditions necessitate the use of air transport, routing will be requested from NAVMTO. Air movement to and from Indianapolis will normally be by QUICKTRANS. The REPSHIPS will be sent in accordance with Appendix 6.

i. The Naval Ordnance Test Unit (NOTU), Cape Canaveral, Florida. All UK FBWWS/SWS material destined for the Air Force Eastern Range, or vessels supported therefrom, will be under the cognizance of the FBM Project Officer (SPP). NOTU will:

(1) Arrange for and provide supervision of the unloading or transfer of all material arriving for this program;

(2) Furnish notification of nonarrival of all material moved in accordance with this plan, as forecast by the latest REPSHIP, to SSPO (SP206);

(3) Notify the Transportation Officer, Patrick AFB of material to be shipped from Cape Canaveral under this plan, and request that the Transportation Officer include the following in all routing requests and other documents involved in the movement:

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- (a) The term UK FBMWS/SWS;
 - (b) The priority designator; and
 - (c) When appropriate, the Required Delivery Date (RDD).
- (4) Initiate a REPSHIP in accordance with Appendix 6.
 - (5) Submit all other airlift requirements to NAVMTO.

j. Naval Plant Technical Representative (NAVPLANTTECHREP) Sperry Systems Management (SPS) Great Neck, Long Island, New York is the cognizant inspector for the Sperry System Management Division, Sperry Corporation, Great Neck, NY. The NAVPLANTTECHREP is responsible for the proper shipping and receiving functions performed by the contractor for navigational material.

k. Air Force Plant Representative Office (AFPRO) on behalf of the Naval Plant Technical Representative (NAVPLANTTECHREP) (Autonetics), Anaheim, California is the cognizant inspector for Rockwell International, Autonetics Division. The AFPRO is responsible for the shipping and receiving functions performed by the contractor for material moving to and from this activity.

1. The Navy Material Transportation Office (NAVMTO) will:

- (1) Submit airlift request to the MTMC area command when QUICKTRANS airlift is unavailable, in order to expedite procurement of commercial air service, and assure that MTMC routing instructions are furnished direct to shippers.
- (2) Ensure that QUICKTRANS landing clearances are obtained and that the contact air service operator is familiar with procedures for pickup or delivery of material other than regular contract stops.
- (3) Immediately notify consignor/consignee when unable to secure airlift capable of meeting the RDD for material with priority designators of 02 through 05.

m. Naval Plant Technical Representative (NAVPLANTTECHREP) Interstate Electronics Corporation, Anaheim, CA is the cognizant inspector for Interstate Electronics Corporation. The NAVPLANTTECHREP is responsible for the shipping and receiving functions performed by the contractor for material moving to and from this activity.

2-3 ACTION BY THE MILITARY AIRLIFT COMMAND (MAC)

All Special Assignment Airlift Mission (SAAM) cargo requirements will be submitted to MAC by NAVMTO. Retrograde shipments returning in the same aircraft constitute SAAM airlift and must be cleared through NAVMTO and

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designated origin and destination contacts of the MAC division assigned to perform this mission. The assigned MAC division acts in accordance with the following:

a. Prior to Pickup. The assigned MAC unit commander advises the designated origin and destination contact(s) by message, with a copy to NAVMTO, of the planned flight itinerary. Arrival and departure times at all points will be included. In addition, approximately 48-72 hours prior to scheduled pickup the cognizant MAC unit commander establishes personal telephone contact with the origin contact point to ensure that all arrangements have been completed.

b. Delays. Any delays in pickup due to aircraft mechanical or other problems will be reported directly to the origin contact, with copy to NAVMTO and the destination contact point. Material will normally be in position for immediate loading upon arrival of the aircraft. Should a delay occur, the aircraft will remain at the point of origin until the material is ready to be transported, unless otherwise directed by MAC, which will notify NAVMTO in advance.

c. Flight Plans and Accomplishments. All flights will be made nonstop if feasible. Filing of flight plans and clearance to Cape Canaveral or other airfields is the responsibility of the MAC operational unit assigned. Normal operating procedures will govern.

d. Procedures at Destination. The destination contact will provide unloading facilities and any additional information desired.

2-4 ACTION BY THE MILITARY TRAFFIC MANAGEMENT COMMAND (MTMC)

The services of the MTMC will be utilized to ensure expeditious movement of material by surface or commercial air in accordance with procedures outlined in NAVSUPINST 4600.70A (DTMR).

a. Surface Movement. Transportation service, rather than tonnage distribution, will be the prime consideration in selection of carriers to move UK FBMWS/SWS material meeting the exceptional criteria outlined in paragraph 1-5. When applicable, MTMC will furnish complete information regarding junction points and routes for rail traffic or routing and interchange points between motor carriers.

b. Commercial Air Movement. Shipments of more than 150 pounds or those requiring a courier or escort must be cleared/routed by NAVMTO. The NAVMTO Air Route Order number (NARO) must be entered on the GBL. Shipments weighing 150 pounds or less, that do not require a courier or escort, may be entered into the commercial air system by the activity transportation officer.

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2-5 SPECIAL UK FBMWS/SWS COMPONENTS

a. Environmentally Controlled Containers. Guidance capsules, Guidance Systems Gimbal Assemblies, Guidance System Inertial Measurement Units and some SINS Gyros and Velocity Meters are shipped in environmentally controlled reusable containers. Heat is supplied to the components through heat storage material contained within the shipping container. While no in flight electrical heating power is required for movement within CONUS, such capability must exist at airfields in case of emergency. Material characteristic and handling requirements are published in NAVSEA OP 3124.

b. Shipping. When shipping material in environmentally controlled containers, the shipper will:

- (1) Arrange for air shipment with NAVMTO;
- (2) Ensure that the container is fully charged at time of release to the originating carrier;
- (3) Ensure that the emergency recharging procedure is attached to each container; and
- (4) Annotate container shipping labels, DD Form 1387-2, 1387-2C and TCMDs with time limit of charge and specific time for recharge.

05 DEC 1989

NUK008	Principal Supply and Transport Officer (Navy) Clyde Submarine Base Faslane, Helensburgh, Dunbartonshire G84 8HL, Scotland	Revised address
NUK009	Superintendent Royal Naval Armament Depot Coulport, Helensburgh, Dunbartonshire G84 OPD, Scotland	Revised address
NUK011	Principal Navy Overseer Vickers Ltd Barrow-in-Furness LA14 1AB, England	Revised address
NUK012	SSTO(N) for RNPS Clyde Submarine Base Faslane, Helensburgh, Dunbartonshire G84 8HL, Scotland	Revised address
NUK013	Superintendent Royal Naval Armament Depot Belth, Ayrshire KA15, 1JT, Scotland	Revised address
NUK015	CSSE (Librarian) Ministry of Defense (Navy) Block D, Foxhill, Bath BA1 5AB, England	Revised address
NUK016	Supply and Transport Officer (Navy) Admiralty Compass Observatory Ditton Park, Slough, Berks SL3 7JE, England	Revised address
NUK019	Transportation Officer Patrick Air Force Base M/F NOTU (Attn: UK Material Support Representative) Cape Canaveral, FL 32920	Revised

NAVSUPINST 4600.73B CH-1

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NUK020	Receiving Officer Naval Supply Center (Code 09UK) (Attn: UK Material Support Representative Charleston, SC 29048-6309	Revised
NUK022	Principal Supply and Transportation Officer Royal Elizabeth Yard Kirkliston, West Lothian EH29 9EN, Scotland	Revised
NUK023	SSTO(N) for SWSB Clyde Submarine Base Faslane, Helensburgh, Dunbartonshire G84, 8HL, Scotland	New Requirement

NOTE: NUK010, NUK014, NUK017, NUK018 AND NUK021 are no longer applicable.

05 DEC 1989

Naval Plant Representative Office (NAVPRO)
 Lockheed Missiles and Space Co.
 Sunnyvale, CA 94088-3504

Helen Thommes	408	742-9090		
B. Fleming	408	743-1706	408	736-1135

Air Force Plant Representative Office (AFPRO)
 Aerojet General Corp.
 Sacramento, CA 95813

A. Chiles	916	355-2061		
-----------	-----	----------	--	--

Naval Plant Branch Representative
 Hercules, Inc.
 Bacchus Works
 P.O. Box 157
 Magna, UT 84044-0157

G. K. Wanczyk	801	251-1303	801	544-1932
C. Warr	801	251-1137	801	250-0183

Naval Plant Technical Representative
 UNISYS Corp.
 Great Neck, NY 11020-7001

R. Keller	516	574-3500	516	746-6184
C. Acompora	516	574-3505	516	488-5238

DCASPRO AT&T Technologies
 204 Graham-Hopedale Road
 Burlington, NC 27215

R. L. Short	919	228-3312	919	563-1502
H. W. Harville	919	228-4177	919	227-7094
J. A. Starr	919	228-3131	919	471-1762
J. P. Nelson	919	228-3467	919	229-6128

DCASPRO Westinghouse Electric Corporation
 7 Aendy Avenue
 Sunnyvale, CA 94086

C. Green	408	735-2395	408	379-2097
Sandra Stewart	408	735-2362	415	792-4998
D. Ujifusa	408	735-3271	408	246-7898

NAVSUPINST 4600.73B CH-3

05 DEC 1989

Naval Plant Representative Office
General Electric Ordnance Systems
100 Plastics Ave.
Pittsfield, MA 01201-3696

B. A. Scapin	413	494-2191	413	442-7054
J. C. Barile	413	494-2422	413	684-2367
J. Bostic, Jr.	413	494-2117	413	684-3318

Naval Avionics Center
Indianapolis, IN 46218

R. Schaffer	317	353-7627	317	345-2583
Marvin Austin	317	353-7965	317	786-2038
Duty Office	317	353-3105		

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Air Force Plant Representative Office
c/o Rockwell International Corp.
3370 Miraloma Avenue
Anaheim, CA 92830

D. Mericle	714	632-2042
R. Glodt	714	632-2042

DCASMA Santa Ana
34 Civic Center Plaza
Santa Ana, CA 92712

John Guerrero	714	836-2791
---------------	-----	----------

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Officer in Charge
Strategic Systems Programs
Detachment B
P.O. Box 3117
Anaheim, CA 92803-3117

B. Hassler	714	758-3020
C. Pendleton	714	758-3029

05 DEC 1989

*Addressees are requested to review on 1 July and 1 January, the personnel information contained in this Appendix. Within 15 days after such review appropriate changes should be forwarded to the Director, Strategic Systems Program Office, (SP206) for supplementary change. Negative reports are not required.

05 DEC 1989

APPENDIX 9

LIST OF US CONTACTS IN THE UNITED KINGDOM

ORGANIZATION

OFFICE PHONE

Naval Air Traffic Coordinating Office
(NATCO) Prestwick, Scotland

K. McKay

Prestwick (0292)
78843/79866
(No AUTOVON)

Military Airlift Command (MAC)
Mildenhall, England

Mr. Paul C. Wilkins

Mildenhall (0638) 712511

Ext. 2083/2592

TSGT T. Williams, USAF

Ext. 2083/2592

(AUTOVON 238-2247/2272)

Special Projects Office
United Kingdom, London

LCDR R.T. Strother, SC USN

01-218-2430

CDR R.J. Peterson, USN

01-218-2319



DEPARTMENT OF THE NAVY

NAVAL SUPPLY SYSTEMS COMMAND

WASHINGTON, D.C. 20376

NAVSUPINST 4600.73B CH-2

SUP 051

18 APR 1989

NAVSUP INSTRUCTION 4600.73B CHANGE TRANSMITTAL 2

Subj: NAVAL SUPPLY SYSTEMS COMMAND US/UK TRANSPORTATION PLAN

Encl: (1) Revised Page 2 of Appendix 4 to Enclosure (1)

1. Purpose. To update information provided in subject plan.
2. Action. Remove Page 2 of Appendix 4 to enclosure (1) to subject plan and replace with enclosure (1) to this transmittal.

C. J. NICHOLS
Deputy Commander
Transportation

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18 APR 1989

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NUK013	Superintendent Royal Naval Armament Depot - Belth, Ayrshire - KA15, 1JT, Scotland	Revised address
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DEPARTMENT OF THE NAVY

NAVAL SUPPLY SYSTEMS COMMAND

WASHINGTON, D.C. 20376

NAVSUPINST 4600.73B CH-
SUP 051

1 MAR 1989

NAVSUP INSTRUCTION 4600.73B CHANGE TRANSMITTAL 1

Subj: NAVAL SUPPLY SYSTEMS COMMAND US/UK TRANSPORTATION PLAN

Encl: (1) Revised Appendix 4 of Enclosure (1)

1. Purpose. To update information provided in subject plan.
2. Action. Remove Appendix 4 of enclosure (1) to subject plan and replace with enclosure (1) to this transmittal.

C. J. NICHOLS
Deputy Commander
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Air Force Plant Representative Office, Thiokol Chem.
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US Navy Astronautics Group, Point Mugu, CA 93041

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DCASPRO Grumman, Stuart, FL
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DCASMA South Bend, IN
DCASMA Cleveland, OH
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DCASMA c/o Defense Construction Supply Center, Columbus, OH
DCASMA Akron, OH
DCASMA Toledo, OH
DCASR Dallas, TX
DCASMA San Antonio, TX
DCASMA Oklahoma City, OK
DCASMA Tulsa, OK
DCASPRO Texas Instruments Inc., Dallas TX
DCASMA Houston, TX
DCASMA Albuquerque, Kirkland AFB, NM
DCASMA Detroit, MI
DCASPRO E-System, Greenville, TX
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DCASMA Los Angeles, CA
DCASMA Van Nuys, CA
DCASMA Burlingame, CA
DCASMA Pasadena, CA
DCASMA Santa Ana, CA
DCASMA San Diego, CA
DCASMA Phoenix, AZ
DCASMA Chicago, IL
DCASR Cleveland, OH

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DCASMA Dallas, TX
DCASPRO General Dynamics, San Diego, CA
DCASPRO Gould, Cleveland, OH
DCASMA Oxnard, CA
DCASMA Seattle, WA
DCASPRO Aeronutronic Div., Palo Alto, CA
DCASR New York, NY
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DCASR Philadelphia, PA
DCASMA Philadelphia, PA
DCASMA Baltimore, MD
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Defense Subsistence Region Pacific, Alameda, CA
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Defense Depot, Tracy, CA
Defense Depot, Ogden, UT
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Defense Depot, Memphis, TN
DCASPRO Litton, Woodland Hills, CA

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Defense Property Disposal Service, Battle Creek, MI
Defense Electronics Supply Center, Dayton, OH
Defense Fuel Supply Center, Alexandria, VA
Defense General Supply Center, Richmond, VA
MATCU Charleston AFB, SC 29404
MATCU Dover AFB, DE 19901
MATCU McGuire AFB, NJ 08641
MATCU Travis AFB, CA 94535
Aerojet Strategic Propulsion Co., Sacramento, CA 95801
Autonetics, Anaheim, CA 92803
AVCO Corp., Richmond, IN 47374
Control Data Corp., Minneapolis, MN 55440
Cook Electric, Morton Grove, IL 60053
Erie Frequency Control, Carlisle, PA 17013
General Electric Ordnance Systems, Pittsfield, MA 01201
Honeywell Marine System Center, West Covina, CA 91790
Hughes Aircraft Co., El Segundo, CA 90245
IEC Anaheim, CA 92805
Kaman Nuclear, Colorado Springs, CO 80901
IEC Plainfield, NJ 07061
LMSC Sunnyvale, CA 94088
Northrop Electro-Mechanical Division, Anaheim, CA 92801
Northrop Precision Products Division, Norwood, MA 02062
Raytheon Co. Submarine Signal Division, Portsmouth, RI 02871
Raytheon Mfg. Co., Waltham, MA 02871
Singer Kearfott Division, Little Falls, NJ 07424
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APPENDIX 3

ORGANIZATIONAL TITLES AND LOCATION OF US REPRESENTATIVES
SUPPORTING RECEIPT OF UK FBMWS/SWS MATERIALS
IN THE UNITED KINGDOM

3-1 The following agents will perform the necessary functions relating to processing of shipping documentation associated with UK FBMWS/SWS materials being shipped to the UK under US documentation. These agents will initiate Cargo Outturn Reports which serve as a basis for claims initiation and will provide such other services as are normally provided on DOD shipments to US addresses in the UK.

CARRIERS	PORT	AGENT
a. TAK	Holy Loch	NAVACTS DET Holy Loch, Scotland
b. TAK	Greenock, Glasgow	NAVACTS DET Holy Loch, Scotland
c. MSC Freighter	Felixstowe, Greenock, Glasgow	NAVACTS, United Kingdom NAVACTS Det Holy Loch, Scotland
d. MAC	Prestwick	NATCO, Prestwick
e. Commercial Air	Prestwick	NATCO, Prestwick
f. Commercial Air	Other Airports	NAVACTS, United Kingdom
g. MAC	NAF Mildenhall, London	NAVACTS, United Kingdom

3-2 The US Naval Regional Contract Center Detachment, London, will perform material inspections as requested by SPUK.

1 MAR 1990

APPENDIX 4

UPDATED UNIT IDENTIFICATION CODES (UICs) FOR THE UNITED KINGDOM

<u>UIC</u>	<u>ACTIVITY ADDRESS</u>	<u>REMARKS</u>
NUK001	Superintendent Royal Naval Spare Parts Distribution Centre Eaglescliffe, Stockton-on-Tees, Cleveland TS16 OPH, England	Revised address
NUK002	Director Royal Aircraft Establishment Farnborough, Hants GU14 6TD, England	Revised address
NUK003	Director Royal Armament Research and Development Establishment Powder Mill Lane, Waltham Abbey, Essex EN9 1BP, England	Revised address
NUK004	Director Atomic Weapons Research Establishment Aldermaston Berks RG7 4PR, England	Revised address
NUK005	DGST(N) 37C Royal Naval Stores Depot Copenacre, Hawthorn, Wilts SN13 OPW, England	Revised address
NUK006	Principal Supply and Transport Officer (Navy) HM Naval Base Rosyth, Fife KY11 2XU, Scotland	Revised address
NUK007	DGST(N) 21D Empress State Building, Room 422 London SW6 1TR, England	Revised address

1 MAR 1989

NUK008	Senior Supply and Transport Officer (Navy) Clyde Submarine Base Faslane, Helensburgh, Dunbartonshire G84 8PL, Scotland	Revised address
NUK009	Superintendent Royal Naval Armament Depot Coulport, Helensburgh, Dunbartonshire G84 OPD, Scotland	Revised address
NUK011	Principal Navy Overseer Vickers Ltd Barrow-in-Furness LA14 1AB, England	Revised address
NUK012	SSTO(N) for RNPS Clyde Submarine Base Faslane, Helensburgh, Dunbartonshire G84 8HL, Scotland	Revised address
NUK013	Superintendent Royal Naval Armament Depot Belth, Ayrshire KA15, 1JT, Scotland	Revised address
NUK015	CSSE (Librarian) Ministry of Defense (Navy) Block D, Foxhill, Bath BA1 5AB, England	Revised address
NUK016	Supply and Transport Officer (Navy) Admiralty Compass Observatory Ditton Park, Slough, Berks SL3 7JE, England	Revised address
NUK019	Transportation Officer Patrick Air Force Base M/F NOTU (Attn: UK Material Support Representative) Cape Canaveral, FL 32920	Revised

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NUK020	Receiving Officer Naval Supply Center (Code 09UK) (Attn: UK Material Support Representative Charleston, SC 29048-6309	Revised
NUK022	Principal Supply and Transportation Officer Royal Elizabeth Yard Kirkliston, West Lothian EH29 9EN, Scotland	Revised
NUK023	SSTO(N) for SWSB Clyde Submarine Base Faslane, Helensburgh, Dunbartonshire G84, 8HL, Scotland	New Requirement

NOTE: NUK010, NUK014, NUK017, NUK018 AND NUK021 are no longer applicable.



DEPARTMENT OF THE NAVY

NAVAL SUPPLY SYSTEMS COMMAND

WASHINGTON, D.C. 20376

NAVSUPINST 4600.73B

SUP 051

11 JUL 1988

NAVSUP INSTRUCTION 4600.73B

Subj: NAVAL SUPPLY SYSTEMS COMMAND US/UK TRANSPORTATION PLAN

- Ref:
- (a) NAVSUPINST 4600.69B (Naval Supply Systems Command FBM Movement Plan)
 - (b) DOD 4500.32R (Military Standard Transportation and Movement Procedures (MILSTAMP))
 - (c) Naval Supply Systems Command Manual, Volume V (Transportation of Property)
 - (d) NAVSUPINST 4600.70 Vol I (Defense Traffic Management Regulation)
 - (e) OPNAVINST 4614.1F (Uniform Material Movement and Issue Priority System) (UMMIPS)
 - (f) Title 49 CFR (Code of Federal Regulations), DOT Hazardous Material Regulations as published in Bureau of Explosives Tariff No. BOE-6000 Series
 - (g) NAVSUP Pub 505 (Preparation of Hazardous Materials for Military Air Shipment)
 - (h) NAVSEA OP 2165 (Navy Transportation Safety Handbook for Hazardous Material)
 - (i) NAVSEAINST 8023.10B (Transportation and Storage Data for Poseidon, POLARIS and TRIDENT Missiles)
 - (j) NAVSUPINST 4610.33C (Reporting of Transportation Discrepancies in Shipments)

Encl: (1) Subject Plan

1. Purpose. This plan provides United States (US) and United Kingdom (UK) Government activities and contractors with organizational and procedural guidance information concerning the movement of equipment, components and repair parts in the support of the US/UK POLARIS Sales Agreement, which includes the UK TRIDENT Program.

2. Cancellation. NAVSUPINST 4600.73A.

3. Information

a. The concepts and procedures in the US/UK Transportation Plan have been coordinated with the Strategic Systems Program Office (SSPO), representatives of the UK, and the Defense Logistics Agency (DLA).

b. This plan embraces but does not supersede references (a) through (j) and provides additional procedural guidance designed to assist in the expedited movement of Fleet Ballistic Missile Weapons System/Strategic Weapons System (FBMWS/SWS) POLARIS and TRIDENT shipments between the US and the UK.

c. Report of Shipment (REPSHIP) procedures in this plan are tailored to provide movement intelligence data on shipments of components peculiar to the need of the UK FBMWS/SWS and are not designed to cover all items of supply.

11 JUL 1988

d. This plan is augmented by a similar publication in use by the UK which ensures integration of transportation between the two countries.

e. Sections I and II of this Plan provide instructions on the movement of outbound UK material from point to point in CONUS and from points of departure in the CONUS to the UK. Section III provides information and procedures for the United Kingdom - CONUS movement of UK FBMWS/SWS material.

4. Action. Addressees will comply with the procedural guidance of enclosure (1) to ensure expeditious handling and movement of UK FBMWS/SWS material.

5. Forms. Standard Form (SF) 361 listed below may be obtained from the General Services Administration (GSA) Customer Supply Center. SF 1103 may be obtained by submitting DD Form 1348 to General Services Administration/Federal Supply Service, Furniture Commodity Center, ATTN: FCNI, Washington, DC 20406. SF 364 and DD Forms may be obtained through normal Navy supply channels in accordance with NAVSUP P-2002, Navy Stock List of Publications and Forms.

<u>Form Number</u>	<u>Stock Number</u>
SF 361	7540-00-965-2403
SF 1103 (9 PT) (marginally punched, continuous feed)	7540-01-049-1118
SF 364 (5 PT)	0102-LF-203-6450
DD Form 250 (8 PT)	0102-LF-002-2003
DD Form 1348 (6 PT)	0102-LF-001-3491
DD Form 1348-1 (6 PT) (White)	0102-LF-013-1040
DD Form 1384 (7 PT)	0102-LF-013-5700
DD Form 1384-1	0102-LF-013-6180
DD Form 1387 (White)	0102-LF-001-3871
DD Form 1387-2 (5 PT)	0102-LF-001-3877
DD Form 1387-2C (5PT)	0102-LF-013-8720

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6. Report Control. Reports control symbol NAVSUP 4610.38 (MIN. ETAUTH) applies to REPSHIP reports required by this plan. This report has been approved by the Chief of Naval Operations.



C. J. NICHOLS
Deputy Commander
Transportation

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 DCASMA Twin Cities, MN
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 DCASPRO FMC, Northern Ordnance, Minneapolis, MN
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 Defense Subsistence Region Pacific, Alameda, CA
 Defense Depot, Mechanicsburg, PA
 Defense Depot, Tracy, CA
 Defense Depot, Ogden, UT
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 DCASMA Denver, CO
 DCASPRO Sundstrand, Rockford, IL
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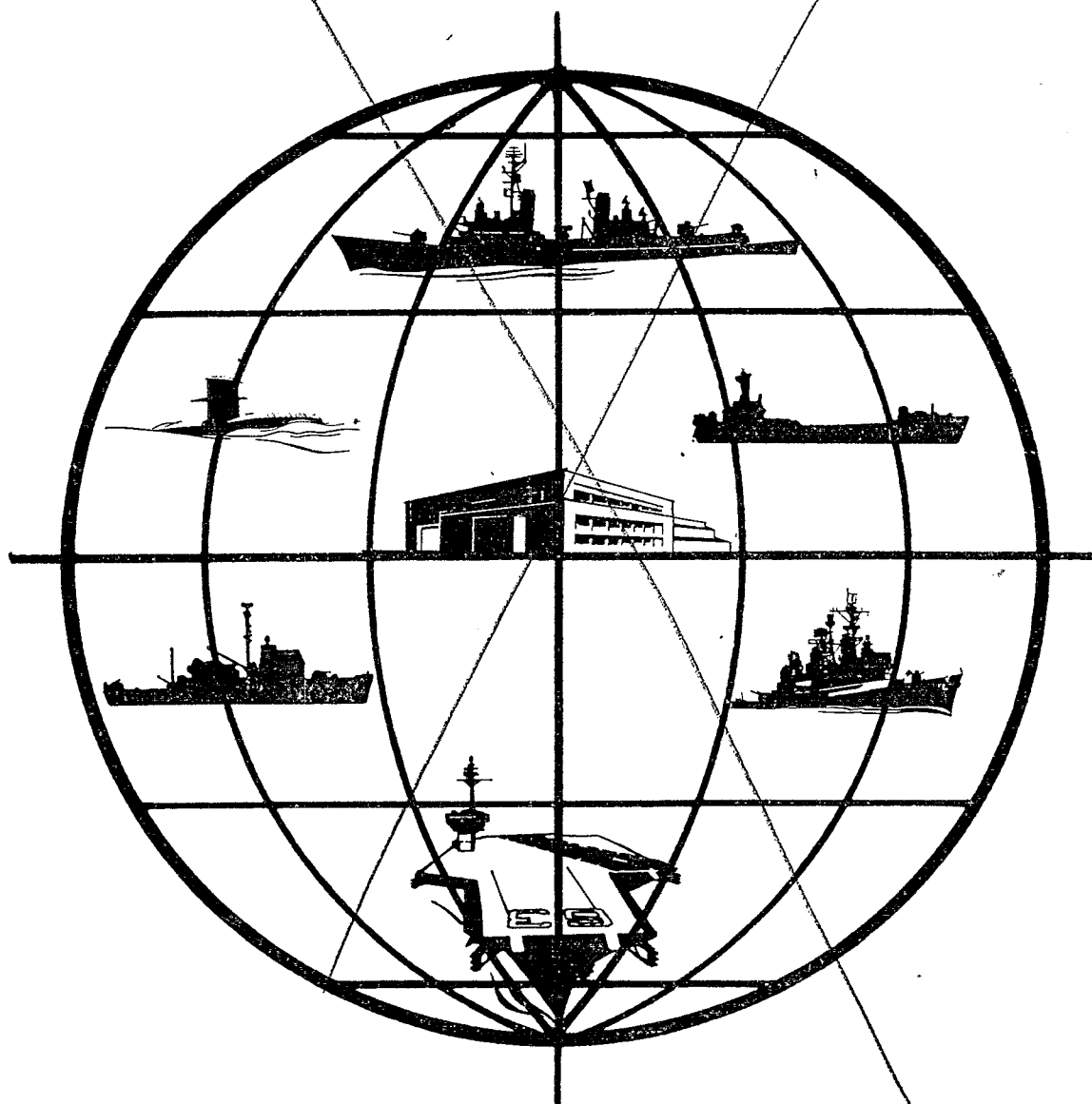
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US/UK TRANSPORTATION PLAN



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US/UK TRANSPORTATION PLAN

CHAPTER 1 - DEFINITIONS AND RESPONSIBILITIES

SECTION I - CONCEPT

1-1 FOREWORD

a. This plan explains the responsibilities of and procedures for United States and United Kingdom personnel and United States contractors in the transportation of UK Fleet Ballistic Missile Weapons System/Strategic Weapons System (FBMWS/SWS) missiles (POLARIS/TRIDENT) and weapons systems components being delivered to the United Kingdom (UK) or being returned to Continental United States (CONUS) repair points under the POLARIS Sales Agreement.

Title to UK FBMWS/SWS material will normally pass to the UK at the contractor's plant, upon final acceptance by the US inspectors and/or upon issuance from US Government stock. Delivery of this material will be accomplished by the United States to agents of the Director General of Supplies and Transport (Navy) (DGST(N)) at points of entry into the UK.

b. It is the purpose of this plan to ensure that the UK FBMWS/SWS program and schedules are not compromised by transportation problems. This plan provides special procedures for expediting the handling and movement of UK FBMWS/SWS equipment and components in the development, evaluation and operation phases. Included are movements among contractors, outfitting activities, supply points and other activities, in support of the total program.

c. Responsibilities for clearance of UK FBMWS/SWS shipments through UK Customs will be with the UK DGST(N) (DST (FMV)). Necessary clearances have been obtained from US Customs to permit duty-free entry into the US of the UK items being returned for repair.

d. Priority Designators for the US FBMWS/SWS will be assigned in accordance with guidelines contained in reference (e).

1-2 TRANSPORTATION SERVICE

A responsive and efficient transportation service makes use of the inherent advantages of each mode of transportation to the maximum extent practicable. It is the intention of the Department of the Navy that such service will be accomplished on behalf of the UK to the greatest extent possible without detriment to US strategic requirements. This plan provides procedures for the use of both air and surface carriers. The transportation mode used for each individual shipment will be selected in the light of conditions existing at the time of shipment. Factors considered in this selection will include transit time available, physical characteristics of the material, capability and availability of the various

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carriers, security, cost and other factors essential to effective traffic management. Of these factors, those necessary to effect delivery to meet program requirements will govern; consideration of cost, and equitable traffic distribution will be regarded as secondary.

1-3 SCOPE

This plan outlines the organizational relationships and functions of the various US and UK organizations and contractors involved in the movement of UK FBMWS/SWS material. It also provides detailed procedures for the scheduling, shipping and receiving of expedited or specially controlled material, and outlines some of the important physical characteristics to be considered in the actual movement of material. Major emphasis is given to items of large bulk, critical physical characteristics, security protection and very limited production/usage lead times. However, any item required for the program can be considered as coming within the scope of this plan if necessary to meet operational requirements.

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SECTION II - TRANSPORTATION CONTROL1-4 MATERIAL MOVEMENT RESPONSIBILITY

The responsibility of Navy shipping and receiving activities is clearly identified in Volumes II and V, NAVSUP Manual, Military Standard Transportation and Movement Procedures (MILSTAMP), and the Defense Traffic Management Regulation (NAVSUPINST 4600.70A). These responsibilities and related procedures, as augmented below, will be used for the movement of the UK FBMWS/SWS material.

a. The Director, Strategic Systems Program Office (SSPO) is the CNO designated program manager responsible for research, development, production, delivery, and operational and life-cycle support for the FBMWS/SWS. SSPO has the responsibility to perform overall weapon systems management and integration functions, including design, configuration and technical control and execution of logistics support, and is the responsible agency for the US Government in the UK FBMWS/SWS Program. This agency acts in the capacity of coordinator for the movement of material related to that program and has the management responsibility for delivery to the UK point of delivery. Delivery of UK owned FBMWS/SWS material to points in the United States is under the direction of SSPO. In particular SSPO will:

(1) Maintain liaison with Naval Supply Systems Command (SUP 05) through the Logistics Support Coordinator (SP206).

(2) Ensure that equipment procurement documentation and/or related shipping instructions indicate the place of delivery to the UK by the contractor of the various system components, the dates of delivery, the material priority designator(s), the date shipment is required at destination, a complete description of all material to permit proper freight classification, and any unusual characteristics that may affect transportability.

(3) Advise NAVSUP (SUP 051) of shipments proposed under this plan which require extraordinary security or physical requirement considerations.

(4) When preplanned airlift is required, coordinate a Special Assignment Airlift Mission (SAAM) request to NAVMTO, in accordance with OPNAVINST 4630.26. Navy Contract Air Cargo Service, (QUICKTRANS) is considered to be commercial contract airlift and does not fall within The SAAM category.

(5) Designate official contact points for direct liaison with NAVSUP (SUP 051), Navy Plant Representative Offices (NAVPROs), Navy Plant Technical Representatives (NAVPLANTECHREPs), and SSPO Field activities.

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b. United Kingdom Liaison (SP50) Washington, DC. A UK Liaison Office (SP50) is located in SSPO. SP50 has liaison responsibility and will provide advice on matters relating to material shipment. A representative of this office (SP5060) is located at NSC Charleston, SC (local Charleston designation code 09UK) who will also act as UK Material Support Representative at Cape Canaveral during UK Demonstration and Shakedown Operations (DASOs).

c. Naval Supply Systems Command (NAVSUP), Office of Deputy Commander, Transportation (SUP 05) is responsible for movement control of UK FBMWS/SWS material and ensuring that appropriate transportation services are provided. In performing these functions, NAVSUP will:

(1) Maintain liaison with SSPO (SP206) through the Transportation Operations and Policy Division (SUP 051).

(2) Coordinate the traffic functions of Navy shippers with the Department of Defense Single Managers for Transportation (MAC, MTMC, MSC) and commercial transportation systems.

(3) As appropriate and in conjunction with SSPO, issue required movement directives and procedural guidance.

(4) Provide guidance and assistance to all activities engaged in the movement of UK FBMWS/SWS material.

(5) Arrange for and coordinate required transportation tests to satisfy regulatory requirements, develop improved methods of transportation, and ensure compliance with the criteria established for the safe movement of material.

d. Naval Sea Systems Command (NAVSEA (06T)) will upon request:

(1) Approve the shipment of new explosives.

(2) Provide shipper with the DOT shipping name, hazard classification, label and placard requirements, and determine safety protective procedures.

(3) In accordance with NAVSUPINST 4600.70A (Defense Traffic Management Regulation) secure new or modified DOT exemptions or waivers for shipment of explosive or other dangerous articles.

(4) Arrange for the testing of new types of explosives if necessary to determine DOT classification.

e. Defense Contract Administration Services has transportation responsibilities as set forth in NAVSUPINST 4600.70A (Defense Traffic Management Regulation) and the Transportation and Packaging Manual for Contract Administration Services (DLAM 8300.3). These responsibilities

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include preparation, issuance and distribution of Requests for Routing, Bills of Lading, Transportation Control and Movement Documents and other shipping documents; supervising the packing, marking and loading of material aboard carrier's equipment; safeguarding of classified shipments; ensuring that explosives and dangerous articles are shipped in accordance with governing regulations; and obtaining shipping instructions, including priority and Required Delivery Date, when they are not contained in the contract or subcontract.

f. Navy Material Transportation Office (NAVMTO) will:

- (1) In the administration of the Navy contract air cargo service (QUICKTRANS) investigate the necessity for additional facilities or services.
- (2) Add QUICKTRANS expansion flights in excess of normal schedule as necessary.
- (3) Ensure that UK FBMWS/SWS SAAM requirements are submitted to MAC.
- (4) Coordinate with QUICKTRANS contractor(s) to ensure that special handling is accorded UK FBMWS/SWS material and that external power is available for specific UK FBMWS/SWS components while in QUICKTRANS terminals.
- (5) Arrange for airlift service as required for UK FBMWS/SWS material via QUICKTRANS or other means.
- (6) Coordinate and monitor the movement of all UK FBMWS/SWS cargo between the MAC aerial port (CONUS) and the Navy shipping activities.
- (7) Issue aircraft clearance for the movement of UK FBMWS/SWS cargo via QUICKTRANS, MAC and commercial airlift.
- (8) Maintain route and schedule information concerning the availability of aircraft service to UK FBMWS/SWS destinations.

g. The Naval Ordnance Test Unit (NOTU), Cape Canaveral, Florida will arrange for the pickup of all UK material delivered to Patrick AFB, Air Force Eastern Test Range, or nearby rail or bus depots and commercial airports, and delivery to the appropriate storage point, test site or fleet unit when such service is not performed by the carrier. This Office will furnish reports of arrival and receipt of the freight, perform other established functions of a Navy Receiving Office, as applicable, and ensure that the shipment of material from Patrick Air Force Base is accomplished in accordance with this plan.

h. The Strategic Weapons Facility, Pacific (SWFPAC), Bremerton, Washington is the major stock point for missiles, missile components and other related material. SWFPAC will receive UK FBMWS/SWS material and perform all other functions of a Navy receiving and shipping office

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including the packaging, marking, placarding, loading, blocking and bracing on the carrier's equipment of all material to be shipped.

i. The POLARIS Missile Facility, Atlantic (POMFLANT), Charleston, South Carolina will perform transshipping functions for missiles, missile components and other related material to the UK including arranging for transportation via the specially configured FBM resupply ships (TAK-FBM).

j. Naval Supply Center (NSC) Charleston, South Carolina. NSC Charleston is the major stocking activity for FBMWS/SWS repair parts with the attendant receiving, storage and issue function, (less missile, missile components and other selected missile associated items). Both surface and air resupply shipments to deployed US Atlantic sites originate from this activity. NSC Charleston has also been selected as the principle consolidation and transshipment point for UK FBMWS/SWS shipments (less the aforementioned missile material).

k. Contractors. Contractors will keep their cognizant Contract Administration Services components apprised of the progress and production and the status of each proposed shipment, and will perform such shipping and receiving functions as are required by the applicable contract. Normally these terms will require the contractor to pack, package, mark, placard, load, block and brace on board the carrier's equipment the material to be shipped, and will require the offloading and warehousing of materials received.

l. Transshipment Points (General). Activities performing transshipment of UK FBMWS/SWS materials will have the same responsibilities with regard to checking for discrepancies in, or change to consignments of UK material at US points of embarkation as for corresponding US equipment. No attempt will be made to check the contents of cases unless there is apparent damage. See paragraph 2-8 for reporting damage.

m. The Military Air Traffic Coordinating Unit (MATCU) at MAC CONUS aerial ports (currently MATCU, Charleston AFB, SC) and the Navy Air Traffic Coordinating Office (NATCO) at Prestwick Airport, Scotland and the Naval Air Facility (NAF) at Mildenhall Royal Air Force Station, England provide the liaison and control required to ensure the expeditious flow of UK FBMWS/SWS material through the MAC system.

n. The Military Airlift Command (MAC) provides overseas channel airlift to Prestwick and Mildenhall on a scheduled basis and SAAM aircraft, ensuring that external power sources and security protection are available for specific UK FBMWS/SWS components while at MAC terminals and during air movement.

o. The Military Traffic Management Command (MTMC) issues surface carrier and commercial air routings, determines applicable freight classifications when requested; performs any negotiations for special rates or services as provided by NAVSUPINST 4600.70A.

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p. The Military Sealift Command (MSC) provides ocean transportation as may be required and in particular exercises operational control over specially configured FBM resupply ships (TAK-FBM).

q. The UK has responsibility for all internal UK transportation of UK FBMWS equipment and materials. The US has responsibility for the transport of UK FBMWS/SWS material to UK points of entry (aerial and water ports). The US representatives at UK points of entry will release UK shipment to authorized UK agents, to ensure expeditious flow of material and equipment to the UK consignees. The responsibility of actual movement of equipment and material from and to the UK point of entry will be UK's responsibility. Collection of material at Mildenhall will be arranged by Superintendent, Copenacre.

r. Special Projects Liaison Office, United Kingdom (SPUK) or its designated representative (referenced in Appendix 3) will perform the following functions:

(1) Provide assistance to UK personnel when requested.

(2) When requested, assist in arranging for return shipments to US repair points as described in Section III.

s. Director General of Supplies and Transport (NAVY) (DGST(N)) will:

(1) Arrange for clearance for all items from the point of entry into the UK including customs clearance and sign copies of shipping documents tendered by the carrier as acknowledgment of receipt of the shipment.

(2) Prepare and submit Transportation Discrepancy Report (TDR), SF 361, in accordance with NAVSUPINST 4610.33C (Report of Transportation Discrepancies in Shipments) and Report of Discrepancy (ROD), SF 364, in accordance with NAVSUPINST 4440.179 (Report of Discrepancy (ROD) Manual) when damages or shortages are discovered at the time of delivery of the cargo to the UK in the same manner as would be done for the US Government owned material.

(3) Arrange directly with UK carriers for movement of material to ultimate consignee by the most suitable means consistent with the nature and urgency of the shipment.

t. Strategic Weapons Facility, Atlantic (SWFLANT) Kings Bay, Georgia will provide support to the UK TRIDENT Program to include transshipping assistance for the missile components and other related material.

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SECTION III - MOVEMENT PROCEDURES

1-5 GENERAL

Standard procedures for transportation control, tracing and expediting shipments outlined in NAVSUPINST 4600.70A and the Military Standard Transportation and Movement Procedures (MILSTAMP) (DOD Regulation 4500.32R) will be used as a basic guidance when moving material in support of the UK FBMWS/SWS. Supplementing those directives, this plan will be used to obtain transportation control for all UK FBMWS/SWS material having environmental, security, explosive or other special handling requirements, including items which, due to urgency of need, require special handling.

When normal surface transportation facilities will not suffice, the following in order of precedence will be utilized: (in each instance a REPSHIP will be transmitted in accordance with Appendix 7).

a. QUICKTRANS. The Navy Contract Air Cargo Service (QUICKTRANS) provides a controlled, flexible and responsive transportation service for expediting urgent UK FBMWS/SWS cargo between points of major interest within CONUS. The QUICKTRANS system will provide the normal means of movement of UK FBMWS/SWS material requiring air shipment within CONUS.

b. MAC. The Military Airlift Command provides Special Assignment Airlift Missions (SAAMs). SAAMs include all airlift which cannot be met commercially because of security, weight, size or other considerations. MAC also provides common use airlift between CONUS and overseas areas as well as between and within overseas areas.

1-6 SHIPPING AUTHORIZATION

Shipments made under this plan are subject to applicable portions of MILSTAMP (DOD Regulations 4500.32R) and NAVSUPINST 4600.70A. Government Bills of Lading (GBLs), Standard Form 1103 will be used for shipment via commercial carriers. The Transportation Control and Movement Document (TCMD) DD Form 1384 (or the DD Form 1348-1 for QUICKTRANS only) will be used for government transportation. When a shipment is routed by a commercial service in combination with the Defense Transportation System (DTS), domestically or internationally, two shipping documents are required. A GBL will be issued to cover the commercial portion and a TCMD will be issued to cover the portion handled by the DTS.

Each shipping document will be handled and processed in accordance with the procedures prescribed for that document. It is the responsibility of the Installation Transportation Officer (ITO), or Contract Administration Services component to ensure preparation of shipping documents. Material shipped between contractors and subcontractors will be shipped on GBLs and covered by TCMDs only when specifically authorized in the applicable contract or by special authorization as may be determined in individual cases.

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1-7 EXPLOSIVES AND HAZARDOUS ARTICLES

The shipment of explosives or other hazardous articles tendered by military shippers will conform to all applicable requirements, rules and regulations of the governing civil regulatory bodies. When shipping explosives or other hazardous articles, the Department of Transportation (DOT) hazard description as listed in Code of Federal Regulations (CFR), Title 49, will be shown on shipping containers and the articles will be properly described on Bills of Lading and TCMDs. Certification as to proper packaging must appear on the face of the shipping document. Specific provisions contained in the Navy Transportation Safety Handbook NAVSEA OP 2165, NAVSUPINST 4600.70A Chapter 32, Paragraph 32-1 Item 21 and Chapter 33; MILSTAMP, chapter 4 section II, and NAVSUP Pub 505 apply. Hazard classification for items not listed in NAVSEAINST 8023.10 series will be referred to the Naval Sea Systems Command (SEA 06T1) for determination. Procedures for notification of accident or delay are outlined in NAVSEA OP 2165 Volume I paragraphs 2-9.4, 2-9.4.1, and 2-9.4.2., SSPINST 4610.1 (Procedures and Responsibilities for Inter-Facility Transportation Accidents Involving FBM Rocket Motors) and NAVSEAINST 8020.13 (Emergency Response Procedures for Accidents or Incidents Involving Conventional Naval Ordnance).

Net explosive weight (in pounds) of each item in a shipment must be included in the request for air movement. Also include the gross weight of the item as packed for shipment and the net weight of the item inclusive of the explosive content.

1-8 SECURITY

The procedures for shipping classified material are published in the Information and Personnel Security Program Regulation, OPNAVINST 5510.1, the Industrial Security Manual for Safeguarding Classified Information (DOD) 5220.22M and NAVSUPINST 4600.70A, Chapter 34. Special security requirements will be directed by SSPO or the UK Liaison Office regardless of the security classification of the particular material. In each instance the SSPO will provide written instructions to the shipper.

1-9 MATERIAL CHARACTERISTICS

The movement of UK FBMWS/SWS material may be limited to a particular mode of transportation by physical, environmental, safety, or security consideration. Special material characteristics will be disclosed fully to the cognizant Single Manager (MAC, MTMC, MSC), or routing agency prior to shipment. In addition, because of their importance and environmental requirements, information concerning propulsion units (rocket motors) and other missile components is as follows:

a. Propulsion Unit. POLARIS first and second stage motors are transported in either specially constructed motor containers or environmentally controlled Truck and Rail Vans (TARVANS). Maintenance of an environmental temperature range between 70 and 110 degrees Fahrenheit is required for a first stage motor during movement and between 65 and 95 degrees Fahrenheit is required for a second stage motor movement.

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D5/TRIDENT II first and second stage motors are transported in environmentally controlled D5 DODX railcars within the CONUS. D5/TRIDENT II third stage motors are transported in environmentally controlled trailers known as third stage vans. Maintenance of an environmental temperature range between 75 and 90 degrees Fahrenheit and below a maximum level of 50% relative humidity is required.

(1) Motor Containers. Surface shipments of POLARIS motors using motor containers require the shipper to furnish heat to the container through the use of shipper furnished auxiliary power units. Containers are not designed for air conditioning. DOT-E-5022 authorizes movement by this method. Surface carriers are required to monitor the auxiliary units at specified inspection points at designated intervals. Cost of fuel replenishment and repairs are accessorial charges payable to the carrier on the shipping document.

NOTE: Dependent on climatic conditions and generally during the months of June, July and August, the Director, Strategic Systems Program Office (SP274) authorizes use of motor containers for rocket motor shipments without the use of auxiliary power units.

(2) TARVAN/Third Stage Vans. Surface shipments utilizing carrier furnished vans containing Navy furnished support equipment are environmentally controlled by air-conditioning and heating equipment. Surface carriers are required to ensure operation of the air conditioning/heating equipment at specific inspection points. DOT-E-5022 authorizes movement by this method. Cost of fuel replenishment and repair is the responsibility of the carrier.

(3) Railcars. Surface shipments of TRIDENT II first and second stage motors are transported in DODX railcars containing Navy furnished support equipment. The railcars are environmentally controlled by air conditioning equipment. Surface carriers are required to ensure proper operation of this equipment at specific inspection points. DOT-E-5022 authorizes movement by this method. Cost of fuel replenishment and repair is the responsibility of the carrier. Chapter 25 of reference (d) establishes policy and procedures and assigns responsibilities for the operation, control, maintenance and management of the railcars.

(4) Environmental Record

(a) TARVANS/Third Stage Vans. Temperature recorders are furnished by the owning carriers and are always used when shipping motors to provide a continuous record of shipping environment.

(b) Motor Containers: Temperature recorders are furnished by the Navy and are used only when auxiliary power units are used to provide a continuous record of shipping environment.

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(c) Railcars. Temperature recorders are furnished by the Navy and are always used when shipping motors to provide a continuous record of shipping environment.

b. Guidance Capsule, Guidance System Gimbal Assembly. These items are normally shipped via air transportation. Material characteristics for these items are furnished carrier personnel through the Department of the Navy Publication; Handling of Special FBW Weapon Components in Air Transportation (NAVSEA OP 3124). Emergency and recharge procedure is attached to each container. The MK 413 container will be used for the MK 2 Guidance Gimbal Assemblies.

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CHAPTER 2 - SPECIFIC MOVEMENT CONTROL

SECTION I - CONTINENTAL UNITED STATES

2-1 ACTION BY ORIGIN CONTRACTORS

The cognizant contractor will establish shipping dates for UK FBMWS/SWS material as soon as practical and immediately notify the appropriate Contract Administration Services components of those dates and of any subsequent changes in order to permit advance transportation planning. Under the terms of the applicable contract, the contractor will place container markings on each shipping container (marking will be in accordance with the current MIL-STD-129 series and APPENDIX 2 of this plan). The contractor will deliver the material, with protective accessories, to the carrier and load, block and brace, and placard the material on board the carrier's vehicle as appropriate and as designated by the US Navy. The contractor will also perform such other shipping functions as are contained in the provisions of the contract or as directed by the cognizant Contract Administration Services component.

2-2 ACTION BY CONTRACT ADMINISTRATION SERVICES COMPONENTS AND NAVAL ACTIVITIES

a. General. UK FBMWS/SWS material meeting the exception criteria outlined in Chapter I, paragraph 1-5, will be handled in accordance with the Military Standard Transportation and Movement Procedures (MILSTAMP); Transportation and Packaging Manual for Contract Administration (DLAM 8300.3); NAVSUP Manual Volume V, and NAVSUPINST 4600.70A, subject to the following additional requirements:

(1) To ensure that shipping action and ultimate delivery is expedited, the term UK FBMWS/SWS will be used on all messages and correspondence which reference the movement of program material

(2) The Transportation Control Number (TCN), transportation priority and RDD (or Issue Priority Designator) as appropriate must be clearly indicated on shipping documents.

(3) Material requiring a minimum of special handling and/or power, and not accompanied by a monitor will have simple and minimum instructions annotated on the GBL/TCMD/or DD Form 1348-1 and on the DD Form 1387-2 attached to the container.

(4) A Report of Shipment (REPSHIP) will be transmitted by origin and destination activities in accordance with Appendix 6.

(5) A copy of advance shipping papers, i.e., GBL, TCMD, etc. along with supporting documentation, i.e., DD Form 1348-1, DD Form 250, etc. with pertinent and appropriate shipping data blocks filled in, i.e., date shipped, mode of transportation, weight, cube, etc., must be forwarded to

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the ultimate consignee prior to shipment arrival in order for the consignee to make proper arrangements for receipt and identification of non-receipt items.

(6) Non-receipt of material shipped in accordance with this plan, as forecast by the latest REPSHIP, will be reported promptly by the consignee to SSPO (SP206) utilizing electrical communication. Information should include all pertinent REPSHIP details to enable execution of prompt corrective action.

(7) Routing for surface shipments will be requested from the Military Traffic Management Area Command in accordance with NAVSUPINST 4600.70A (DTMR). Each such routing request will identify the shipment by use of the term UK POLARIS/TRIDENT.

(8) When close scheduling necessitates the use of air transport, shipments for which the Transportation Officer has not been delegated routing authority will be referred to NAVMTO or MTMC Area Command. With the exception of QUICKTRANS, commercial air service within the Continental United States (CONUS) falls into two categories, i.e., (1) common carriage and (2) charter service. It should be noted that the use of commercial charter air service requires execution of a contract so the carrier can be paid for services rendered. Shippers are not authorized to contract for air service; such service will be arranged by NAVMTO.

(9) When a UK FBMWS/SWS material requirement is generated or is scheduled for completion and delivery and such material, because of urgency, environmental, security, or physical characteristics makes a SAAM or other premium transportation mode necessary, the cognizant contract administration activity will get approval from SSPO (SP206) and effect a SAAM request. This request will be forwarded to NAVMTO in accordance with OPNAVINST 4630.26.

(a) Changes to proposed shipping dates for material scheduled for a SAAM or other premium transportation mode will be reported immediately to SSPO (SP206) for verification.

(b) The MAC unit commander responsible for the performance of the airlift will contact the onload point of contact to finalize arrangements. The shipping activity will then have the authority to negotiate necessary delays in departure of not more than 48 hours directly with the MAC unit commander. In such instances, the contract administration activity will notify NAVMTO and the consignee via electrical communications.

(c) In order to avoid delays in departure of SAAM aircraft, the cognizant Contract Administrative Services component at the shipping activity will ensure that the material, together with loading crews and adequate shoring, are at the designated airfield at the required time.

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(10) QUICKTRANS shipments destined to an offline consignee, other than those contained in the QUICKTRANS customer pickup list, must be accompanied by a pre-cut GBL for transportation beyond the QUICKTRANS terminal, or prior arrangements to effect delivery must be made. The Transportation Control and Movement Document (DD Form 1384) or DD Form 1348-1 and REPSHIP, when required, will be annotated to indicate transshipment required and GBL number. Shipments will be refused in the QUICKTRANS system if not accompanied by a pre-cut GBL or if prior arrangements have not been made to effect delivery.

(11) Due to the need for prompt delivery, FBMWS/SWS material shipments are continually monitored from origin to destination. This monitoring requires use of highly visible modes of transportation to ensure traceability and as needed, diversion of shipments to other modes of transportation or destinations. Accordingly, all UK FBMWS/SWS material will be shipped by traceable means. "Traceable means" must satisfy all of the following requirements:

(a) Shipper ability to provide proof of shipment upon request.

(b) Carrier ability to

(i) track/trace shipment while in transit upon request,

(ii) provide proof of delivery/receipt signature upon request.

(12) Comply with applicable freight and hazard descriptions and transportation accounting as indicated in Appendix I.

b. The Naval Plant Representative Office (NAVPRO), Sunnyvale, California (SPL) is the Navy Liaison established to ensure control of the inspection and contracting for the Lockheed Missiles and Space Company (LMSC). The NAVPRO monitors and ensures the accomplishment of shipping and receiving functions performed by the contractor plants.

c. The Naval Plant Technical Representative (NAVPLANTECHREP) United Technologies Corporation, San Jose, California. The NAVPLANTECHREP is responsible for the shipping and receiving functions by the contractor for material moving to and from this activity. The NAVPLANTECHREP will:

(1) Ensure that the Third Stage Van air conditioning/heating equipment is in working order prior to release of shipment.

(2) Promptly dispatch REPSHIP in accordance with Appendix 6.

d. The Air Force Plant Representative Office (AFPRO), Sacramento, California is the cognizant inspector for the Aerojet Strategic Propulsion Company, Sacramento, California. The AFPRO is responsible for the shipping and receiving functions performed by the contractor for material moving to and from this activity. The AFPRO will:

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(1) Ensure that TARVAN or motor shipping container, air conditioning, or auxiliary power equipment is in working order prior to release of shipment;

(2) Promptly dispatch REPSHIP in accordance with Appendix 6.

e. The Naval Plant Branch Representative Office (NAVPBRO), Magna, Utah. The NAVPBRO is responsible for the proper shipping and receiving functions by the contractor for material moving to and from this activity. The NAVPBRO will:

(1) Ensure that TARVAN, rail car, motor shipping container, air conditioning, or auxiliary power equipment are in working order prior to release of shipment;

(2) Promptly dispatch REPSHIP in accordance with Appendix 6.

f. The Defense Contract Administration Services Plant Representatives Office (DCASPRO) Westinghouse, Sunnyvale, California is the cognizant inspector for the Westinghouse Electric Corporation, Sunnyvale, CA. The DCASPRO Westinghouse is responsible for the shipping and receiving functions performed by the contractor for material moving to and from this activity.

g. The Naval Plant Representative Office (NAVPRO), Pittsfield, Massachusetts (SPG) is the cognizant inspector for the General Electric Company, Ordnance Systems, Pittsfield, Massachusetts. The NAVPRO is responsible for the shipping and receiving functions performed by the shipping contractor for the material moving to and from this activity.

h. The US Naval Avionics Center (NAC), Indianapolis, Indiana material will ordinarily move via surface transportation. When conditions necessitate the use of air transport, routing will be requested from NAVMTO. Air movement to and from Indianapolis will normally be by QUICKTRANS. The REPSHIPS will be sent in accordance with Appendix 6.

i. The Naval Ordnance Test Unit (NOTU), Cape Canaveral, Florida. All UK FBMWS/SWS material destined for the Air Force Eastern Range, or vessels supported therefrom, will be under the cognizance of the FBM Project Officer (SPP). NOTU will:

(1) Arrange for and provide supervision of the unloading or transfer of all material arriving for this program;

(2) Furnish notification of nonarrival of all material moved in accordance with this plan, as forecast by the latest REPSHIP, to SSP0 (SP206);

(3) Notify the Transportation Officer, Patrick AFB of material to be shipped from Cape Canaveral under this plan, and request that the Transportation Officer include the following in all routing requests and other documents involved in the movement:

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- (a) The term UK FBMWS/SWS;
 - (b) The priority designator; and
 - (c) When appropriate, the Required Delivery Date (RDD).
- (4) Initiate a REPSHIP in accordance with Appendix 6.
 - (5) Submit all other airlift requirements to NAVMTO.

j. Naval Plant Technical Representative (NAVPLANTECHREP) Sperry Systems Management (SPS) Great Neck, Long Island, New York is the cognizant inspector for the Sperry System Management Division, Sperry Corporation, Great Neck, NY. The NAVPLANTECHREP is responsible for the proper shipping and receiving functions performed by the contractor for navigational material.

k. Air Force Plant Representative Office (AFPRO) on behalf of the Naval Plant Technical Representative (NAVPLANTECHREP) (Autonetics), Anaheim, California is the cognizant inspector for Rockwell International, Autonetics Division. The AFPRO is responsible for the shipping and receiving functions performed by the contractor for material moving to and from this activity.

1. The Navy Material Transportation Office (NAVMTO) will:

(1) Submit airlift request to the MTMC area command when QUICKTRANS airlift is unavailable, in order to expedite procurement of commercial air service, and assure that MTMC routing instructions are furnished direct to shippers.

(2) Ensure that QUICKTRANS landing clearances are obtained and that the contact air service operator is familiar with procedures for pickup or delivery of material other than regular contract stops.

(3) Immediately notify consignor/consignee when unable to secure airlift capable of meeting the RDD for material with priority designators of 02 through 05.

2-3 ACTION BY THE MILITARY AIRLIFT COMMAND (MAC)

All Special Assignment Airlift Mission (SAAM) cargo requirements will be submitted to MAC by NAVMTO. Retrograde shipments returning in the same aircraft constitute SAAM airlift and must be cleared through NAVMTO and designated origin and destination contacts of the MAC division assigned to perform this mission. The assigned MAC division acts in accordance with the following:

a. Prior to Pickup. The assigned MAC unit commander advises the designated origin and destination contact(s) by message, with a copy to NAVMTO, of the planned flight itinerary. Arrival and departure times at all points will be included. In addition, approximately 48-72 hours prior

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to scheduled pickup the cognizant MAC unit commander establishes personal telephone contact with the origin contact point to ensure that all arrangements have been completed.

b. Delays. Any delays in pickup due to aircraft mechanical or other problems will be reported directly to the origin contact, with copy to NAVMTO and the destination contact point. Material will normally be in position for immediate loading upon arrival of the aircraft. Should a delay occur, the aircraft will remain at the point of origin until the material is ready to be transported, unless otherwise directed by MAC, which will notify NAVMTO in advance.

c. Flight Plans and Accomplishments. All flights will be made nonstop if feasible. Filing of flight plans and clearance to Cape Canaveral or other airfields is the responsibility of the MAC operational unit assigned. Normal operating procedures will govern.

d. Procedures at Destination. The destination contact will provide unloading facilities and any additional information desired.

2-4 ACTION BY THE MILITARY TRAFFIC MANAGEMENT COMMAND (MTMC)

The services of the MTMC will be utilized to ensure expeditious movement of material by surface or commercial air in accordance with procedures outlined in NAVSUPINST 4600.70A (DTMR).

a. Surface Movement. Transportation service, rather than tonnage distribution, will be the prime consideration in selection of carriers to move UK FBMWS/SWS material meeting the exceptional criteria outlined in paragraph 1-5. When applicable, MTMC will furnish complete information regarding junction points and routes for rail traffic or routing and interchange points between motor carriers.

b. Commercial Air Movement. Shipments of more than 150 pounds or those requiring a courier or escort must be cleared/routed by NAVMTO. The NAVMTO Air Route Order number (NARO) must be entered on the GBL. Shipments weighing 150 pounds or less, that do not require a courier or escort, may be entered into the commercial air system by the activity transportation officer.

2-5 SPECIAL UK FBMWS/SWS COMPONENTS

a. Environmentally Controlled Containers. Guidance capsules, Guidance Systems Gimbal Assemblies, Guidance System Inertial Measurement Units and some SINS Gyros and Velocity Meters are shipped in environmentally controlled reusable containers. Heat is supplied to the components through heat storage material contained within the shipping container. While no in flight electrical heating power is required for movement within CONUS, such capability must exist at airfields in case of emergency. Material characteristic and handling requirements are published in NAVSEA OP 3124.

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b. Shipping. When shipping material in environmentally controlled containers, the shipper will:

- (1) Arrange for air shipment with NAVMTO;
- (2) Ensure that the container is fully charged at time of release to the originating carrier;
- (3) Ensure that the emergency recharging procedure is attached to each container; and
- (4) Annotate container shipping labels, DD Form 1387-2, 1387-2C and TCMDs with time limit of charge and specific time for recharge.

SECTION II - OVERSEAS

This section of the US/UK Transportation Plan provides information, guidance and procedures to ensure rapid and controlled movement of UK FBMWS/SWS material between CONUS and overseas areas.

2-6 TRANSPORTATION METHODS

Maximum use will be made of the surface resupply capability in effecting overseas shipment of UK FBMWS/SWS material. The method of shipment used, will be governed by the nature, size and environmental characteristics of the item to be shipped and particularly by the Priority Designator and RDD assigned by the UK.

a. Surface. Overseas surface resupply is provided on a regularly scheduled basis out of Charleston, South Carolina by specifically configured cargo ships (TAK-FBM). This service is available to the UK when it will not interfere with support to US Forces. The ships are under the operational control of either the Commander, Service Force, US Atlantic Fleet or the Commander, Military Sealift Command. PMOLANT has been designated as loading coordinator. Except for those shipments moving via the TAK-FBM Felixstowe, England, is the water port of debarkation for all FBMWS/SWS surface shipments to the UK. Commercial surface transportation must be performed by a US flag carrier.

b. Military Air. Overseas air resupply is provided on a scheduled basis by the Military Airlift Command (MAC) through Charleston AFB to Prestwick, Scotland and Mildenhall, England. Contact NAVMTO for clearance and routing instructions.

c. Commercial Air. Commercial Air is not to be used without clearance and routing instructions from NAVMTO.

d. Mail, UPS. The provisions of paragraph 2-2A(10) and (11) apply.

2-7 MOVEMENT CONTROL

Material moving to UK FBMWS/SWS forces is under movement control of the UK liaison office located at SSPO.

a. Processing Points. Since the largest portion of UK FBMWS material moves via surface transportation out of Charleston, SC, most CONUS material is processed through the Charleston area (NSC and POMFLANT).

b. Forwarding Information. UK TRIDENT II missiles that are to be loaded on UK submarines will be forwarded to SWFLANT Kings Bay, GA. Missiles, missile guidance and missile support equipment not requiring airlift destined for delivery to the UK are forwarded to the Receiving Officer POLARIS Missile Facility, Atlantic, Charleston, SC. All other material for the UK FBMWS is shipped to the Receiving Officer US Naval Supply Center, Charleston, SC. Material moving by aircraft destined to the

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UK may move via Charleston AFB when utilizing MAC or directly to the consignee when utilizing commercial air.

c. Naval Supply Systems Command, Office of the Deputy Commander for Transportation. NAVSUP (SUP 05) is responsible for advising SSPO on all transportation matters, and ensuring that appropriate services are provided, Paragraph 1-4c outlines specific responsibilities related to the UK FBMWS/SWS program.

d. Defense Contract Administration Service Components and Naval Activities. In addition to the transportation responsibilities contained in NAVSUPINST 4600.70A and paragraphs 1-4e and 2-2 Contract Administration Service components and Naval activities will:

(1) Refer SSPO/UK authorized direct air shipments to NAVMTO for routing. Such requests will be identified as UK FBMWS/SWS material SSPO or UK directed.

(2) Ensure that proper documents accompany each shipment when more than one shipping document is involved on a through movement.

(3) Conform to established procedures when shipping explosives or other hazardous articles. (See paragraph 1-7.

(4) After confirmation of booking with NAVMTO, transmit a REPSHIP in accordance with Appendix 7.

e. The Navy Material Transportation Office (NAVMTO). In addition to the responsibilities outlined in paragraph 1-4f, NAVMTO will provide movement information and expediting service when required.

f. Military Air Traffic Coordinating Unit (MATCU), Charleston AFB. The MATCU will:

(1) Coordinate and ensure the expeditious flow of UK FBMWS/SWS material from QUICKTRANS and other sources into MAC (outbound cargo);

(2) Coordinate and ensure the expeditious flow of material from MAC into QUICKTRANS and/or other transportation systems (retrograde cargo);

(3) In accordance with Appendix 7, advise consignees and appropriate information addressees of specific UK FBMWS/SWS cargo transshipped through Charleston AFB;

(4) Maintain liaison with local MAC operation and terminal personnel to ensure that external power sources are made available for UK FBMWS/SWS components which require external power, and ensure that special handling is given to other material as required; and

(5) Maintain liaison with NAVMTO and MAC on problems pertaining to loading, rerouting, delays, etc., and MAC CONUS aerial ports; perform other duties as required.

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g. Navy Air Traffic Coordinating Officer (NATCO) at overseas aerial ports. The NATCO will:

- (1) Coordinate and ensure the expeditious movement of material from MAC to the consignee;
- (2) Maintain liaison with the MAC terminal personnel to ensure the expeditious receipt and shipment of UK FBMWS/SWS material, and that special handling is given to material as required;
- (3) Assist shippers in arranging for movement of retrograde cargo;
- (4) In accordance with Appendix 7, advise consignees and appropriate information addressees of important UK FBMWS/SWS retrograde cargo shipped to the CONUS;
- (5) Advise NAVSUP (SUP 051) and SSPO (SP206) of those conditions and problem areas requiring resolution by these respective offices;
- (6) Perform other duties as required and as outlined in NAVSUP Manual, Volume V.

h. Military Airlift Command (MAC). All requirements for common user and Special Assignment Airlift Mission (SAAM) will be submitted to MAC by NAVMTO. Based upon these requirements, MAC provides channel and SAAM as requested. Specifically related to the UK FBMWS/SWS program MAC will:

- (1) Expedite the movement of UK FBMWS/SWS material while in the MAC system;
- (2) Afford special handling, including signature service for classified material, as required;
- (3) Provide external electrical power for specific UK FBMWS/SWS components while in the MAC system including terminals and aircraft;
- (4) Provide requested movement information to the MATCUs and NATCOs at the aerial ports on problems which may have an impact on expeditious movement of UK FBMWS/SWS material.

i. Guidance System Gimbal Assembly (MK2) Shipments

(1) Guidance Systems Gimbal Assemblies (MK2) will be shipped in environmentally controlled reusable shipping containers MK413 MOD 0 (approximate weight 350 lbs) (Containers No. 7700-XXX). The MK 413 container must be shipped in an upright position, as indicated by its external markings. Caution must be exercised during handling and tie down to ensure that the container does not topple.

- (2) When shipping a loaded container, the shipper will:

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(a) Book shipment with either NAVMTO or NATCO/NOACT and advise that activity of time limit to recharge;

(b) Ensure that the container is fully charged at the time of release to the originating carrier and that emergency recharging procedure is attached to each container;

(c) Annotate the DD Form 1387-2, 1387-2C and 1384 or 1348-1 with time limit to charge and specific time for recharge. The following wording shall be used:

"Warning Notice. This container requires recharging if in transit after (time) Greenwich Mean Time (date). If recharging is required unit is to be recharged by (time) Greenwich Mean Time. Use 110+10 VAC 30-40HZ Single Phase 3 amps minimum when recharging is necessary, the shipper will be notified by priority message stating the date, time location and duration of recharge. The shipping tag and DD Form 1384 or DD Form 1348-1 will be so annotated."

(d) Immediately transmit a REPSHIP as required in Appendix 7. Under item 10, indicate time and date (Greenwich Mean Time) when recharging must commence. Under item 11, note time and date (Greenwich Mean Time) when charging was terminated prior to shipment, including the temperature at that time. In addition, under item 11, a request will be made for a message report of receipt, including time and temperature reading; and

(e) If report of receipt is not received prior to recharge time limit as annotated, contact consignee to determine problem.

(3) NAVMTO, MATCU, NATCO/NOACT as appropriate will:

(a) Monitor the shipment to ensure timely movement to destination air terminal; and immediately upon departure of aircraft transmit a REPSHIP as required in Appendix 7;

(b) Query both consignee and consignor by the fastest means for handling instructions if circumstances preclude delivery approximately eight (8) hours prior to recharge limit; and

(c) Ensure that the consignee is advised upon arrival of shipment at the destination air terminal or, make arrangements for immediate delivery of material.

(4) The consignee will:

(a) Arrange for either pickup at airport terminal or receipt at destination and

(b) Immediately transmit a report of receipt to the shipper indicating the time of arrival at destination and the temperature reading.

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(5) When shipping empty containers, shipper will report shipment requesting that NAVMTO, MATCU or NATCO/NOACT, as appropriate, monitor the movement and ensure timely delivery.

2-8 MATERIAL DAMAGE

Freight Claims personnel will follow the normal procedures for US claims against carriers except that recommendations on action to be effected will be made to the SSPO (SP206) prior to making any commitments to carriers. SSPO (SP206) will consult with the UK representative and the equipment Technical Branch and will advise the reporting activity of decisions and specific disposition instructions of the UK material.

2-9 SHIPPING AUTHORIZATION

Shipments under this section will require transportation within CONUS to a sea/aerial port, followed by sea or air movement to the UK consignee designated in the contract or purchase order. Overseas shipment will be covered by a Bill of Lading or TCMD and a manifest. Identification and markings will be in accordance with Military Standard 129-series and Appendix 2 of this plan. Invoices will be addressed to the alternate consignee. DD Form 1348 will be used for USN stock material; a DD Form 250 will be used for contractor shipped material. These forms and their distribution are described in Appendix 5.

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SECTION III - UK ORIGINATED SHIPMENTS

2-10 PURPOSE

This section of the Transportation Plan provides information and procedures for the United Kingdom-CONUS movement of UK FBMWS/SWS material. Sections I and II provide instructions on the movement of outbound UK material from point to point in CONUS and from points of departure in the CONUS to the UK.

2-11 OVERSEAS TRANSPORTATION METHODS (UK TO CONUS)

Transportation methods used include:

a. Military Airlift Command (MAC). MAC provides frequent service from Prestwick, Scotland and Mildenhall, England to Charleston AFB. It is intended that this be the primary means of transport used to return failed repairable items from the UK to repair points in the CONUS. Continuation of movement to repair points in the CONUS from Charleston AFB will be via QUICKTRANS or commercial carrier.

b. Military Sealift Command (MSC). A specifically configured cargo ship (TAK) makes regular calls at the US FBM Tender located at Holy Loch, Scotland. UK failed repairable items which are not airworthy and are being returned to CONUS repair points may be carried as retrograde shipments on the TAK on a space available basis.

c. Commercial Airlift will be used when MAC cannot provide service when required. This service will be restricted to urgent shipments. NATCO Prestwick will determine use of commercial vice MAC.

d. Commercial Air Freight in support of UK Demonstration and Shakedown Operations (DASOs). The UK will use commercial airlift priority replenishment. Material will be directed via New York for onward movement to the UK Material Support Representative at Cape Canaveral (via Orlando) or to NSC Charleston for SP5060 (Code 09UK). As an alternative, a direct flight to Miami will be used for certain shipments. Receipt of all DASO material will be the responsibility of UK personnel.

2-12 MATERIAL MOVEMENT RESPONSIBILITIES

a. NAVACTS Detachment, Holy Loch (NATCO Prestwick) will:

(1) Ensure that shipping documentation is adequate for delivery to US consignee;

(2) Arrange for air movement to US destination (other modes of transportation will be employed on an exception basis); and

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(3) Ensure transmission of forwarding REPSHIP based on UK developed RESHIPS for items which require temperature control, are classified, or bear a hazardous designation. Forwarding REPSHIPS will be required where specific arrangements are necessary and will request transshipping points to advise all concerned of onward shipping data. (Distribution of REPSHIPS will be essentially in reverse order to the distribution described in Appendix 7.)

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APPENDIX 1

MATERIAL NOMENCLATURE, FREIGHT AND HAZARD
CLASSIFICATION DESCRIPTIONS AND
TRANSPORTATION APPROPRIATIONS CHARGEABLE

1-1 Specific shipping descriptions should be used on all shipping documents to ensure proper freight and hazard classification and to assist in the determination of authorized carriers. Those shipping descriptions should be used when requesting routing from MTMC. Markings applied to containers, as prescribed by the Department of Transportation (DOT) Regulations, must be maintained in a legible condition and shall be as close together as possible. Container markings must not be abbreviated; however, the words with or without may be abbreviated as W or W/O (i.e., ROCKET AMMUNITION W/O PROJECTILE). Shipments shall be labeled as required by Code of Federal Regulations (CFR) Title 49. Labels must be furnished by the shipper. Shipping or Bill of Lading descriptions with applicable hazard information for major units are contained in NAVSEAINST 8023.10.

1-2 Either Transportation Account Code (TAC) N645 (for Polaris shipments) or N622 (for Trident shipments) will be shown on all shipping documents.

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APPENDIX 2

IDENTIFICATION MARKING ON CASES AND DOCUMENTS

Shipping containers will be marked in accordance with MILSTD-129 as modified by MILSTAMP (DOD REGULATION 4500.32-R) and the following:

2-1 All shipping containers will carry the MILSTAMP address label DD Form 1387, which indicates the consignee, consignor, Project Code and Transportation Control Number.

2-2 The consigning address for shipments directed to the UK is to take the following form:

DGST(N) for _____ (Ultimate Consignee).

Appendix 4 to this plan sets out all the foreseen ultimate consignees.

2-3 For repairable items being returned to CONUS repair points, US consignees will be as indicated in the UK Master Repairable Item List which has been developed for use by the UK.

2-4 The Project Code is a two digit alpha entry. It appears on address labels, GBLs, and TCMDs. The alpha entries in all cases are UK, which indicates that the consignment is UK FBMWS/SWS, and are placed in the lower portion of the identifying blue triangle depicted in paragraph 2-6 below.

2-5 Transportation Control Numbers (TCNs) will appear on labels, GBLs, and TCMDs.

2-6 A special symbol as shown below, must be boldly outlined in blue and will appear on each shipping container to facilitate UK Customs clearance on shipments into the UK when items are being returned to CONUS for repair. This mark will also appear on associated shipment documents.



The letters AB indicate that the consignment is in support of British Navy Ballistic Missile System (BNBMS) and has been procured through SSPO.

2-7 Shipping containers which contain explosives will be marked with US explosive class markings, etc., in accordance with US regulations.

2-8 Shipping containers shipped from contractor's plants will also show:

- a. Contract Number (and item number or amendment number).

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b. Name and address of contractor.

It is necessary to quote below the triangle the digits of the line item number and Suffix of PEPLAN 127, together with an alpha suffix, or any alphanumeric or numeric references in parentheses printed on the same line as the line item number (for equipment only, not applicable to repair parts).

2-9 Consignments not sent under a TCMD will bear the Bill of Lading number or other shipment markings necessary for shipment identification.

2-10 No reference is to be made to FBMWS/SWS, BNBMS or SSBN on shipping containers.

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APPENDIX 3

ORGANIZATIONAL TITLES AND LOCATION OF US REPRESENTATIVES
SUPPORTING RECEIPT OF UK FBMWS/SWS MATERIALS
IN THE UNITED KINGDOM

3-1 The following agents will perform the necessary functions relating to processing of shipping documentation associated with UK FBMWS/SWS materials being shipped to the UK under US documentation. These agents will initiate Cargo Outturn Reports which serve as a basis for claims initiation and will provide such other services as are normally provided on DOD shipments to US addresses in the UK.

CARRIERS	PORT	AGENT
a. TAK	Holy Loch	NAVACTS DET Holy Loch, Scotland
b. TAK	Greenock, Glasgow	NAVACTS DET Holy Loch, Scotland
c. MSC Freighter	Felixstowe, Greenock, Glasgow	NAVACTS, United Kingdom NAVACTS Det Holy Loch, Scotland
d. MAC	Prestwick	NATCO, Prestwick
e. Commercial Air	Prestwick	NATCO, Prestwick
f. Commercial Air	Other Airports	NAVACTS, United Kingdom
g. MAC	NAF Mildenhall, London	NAVACTS, United Kingdom

3-2 The US Naval Regional Contract Center Detachment, London, will perform material inspections as requested by SPUK.

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APPENDIX 4

LIST OF UK CONSIGNEE ADDRESSES

ADDRESS CODE	ACTIVITY
UK001	Mark for: Superintendent Royal Naval Spare Parts Distribution Center Eaglescliffe Stockton on Tees Cleveland, TS16 OPH England
UK002	Mark for: Director Royal Aircraft Establishment Farnborough Hants, England
UK003	Mark for: Director Propellants, Explosives and Rocket Motor Establishment Waltham Abbey Essex, England
UK004	Mark for: Director Atomic Weapons Research Establishment Aldermaston Berks, England
UK005	Mark for: DGST(N) 38C Royal Naval Store Depot Copenacre, Hawthorn Wilts, SN13 OPW England
UK006	Mark for: PSTO(N) HM Naval Base Rosyth, FIFE Scotland
UK007	Mark for: DGST(N) 71D Room 1102 ESB London, SW6 ITR England

UK008 Mark for:
 Senior Supply and Transport Officer
 Clyde Submarine Base
 Faslane Helensburg
 Dunbartonshire, GB4 8HL Scotland

UK009 Mark for:
 Superintendent
 Royal Naval Armament Depot
 Coulport, Helensburg, G84 OPD
 Dunbartonshire, Scotland

UK011 Mark for:
 Principle Naval Overseer
 Vickers Ltd.
 Barrow-in-Furness
 Cumbria, England

UK012 Mark for:
 SSTO
 Clyde Submarine Base
 Faslane, Helensburg
 Dunbartonshire, GB4 8HL Scotland For
 F.N.P.S.

UK013 Mark for:
 Superintendent
 Royal Naval Armament Depot
 Beith
 Ayrshire, KA15 IJT Scotland

UK015 Mark for:
 CSSE (Librarian)
 MOD (Navy), C. Block
 Foxhill, Bath BA1 5AB
 England

UK016 Mark for:
 STO(N)
 Admiralty Compass Observatory
 Ditton Park, Slough
 Berkshire, England

UK019 Transportation Officer
 Patrick Air Force Base
 Cape Canaveral, Florida
 Mark for: Naval Ordnance Test Unit
 (Fleet Services Branch)
 ATTN: UK Material Support Representative

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UK020 Receiving Officer
 US Naval Supply Center
 Code 09UK
 ATTN: UK Material Support Rep.
 Charleston SC 29402

UK021 CHEV (NUC),
 ROF Burchfield,
 The Mearings, Burchfield,
 Reading, Berkshire, RG3, 3RP, England

UK022 Mark for:
 Principal Supply and Transportation Officer (Navy)
 Royal Elizabeth Yard
 Kirkliston, West Lothian,
 EH29 9EN, Scotland

NOTE: UK010, UK014, UK017, and UK018 are no longer applicable.

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APPENDIX 5

DESCRIPTION AND DISTRIBUTION OF SHIPPING AND INVOICING DOCUMENTS PECULIAR TO UK FBMWS/SWS

5-1 This appendix is intended to describe the peculiar documentation requirements of the UK FBMWS/SWS program, which necessitate deviation from the standard Navy and DOD shipping and invoicing procedures.

5-2 Material shipments, for purposes of describing the peculiar documentation requirements, have been categorized into four distribution tables which cover known shipment situations that will be encountered. These tables are attached to this appendix. A summary of anticipated shipping situations and their relations to specific distribution tables follows:

a. Distribution Table 1

All shipments consolidated at NSC/POMFLANT Charleston for surface transportation to the UK. Shipping arrangements will be made through MTMC/MSD and shipments will be moving in the Defense Transportation System.

b. Distribution Table 2

All government or commercial air shipments, originating at either POMFLANT or NSC Charleston, SC, and being delivered to the UK.

c. Distribution Table 3

All air and land shipments made from contractor plants to POMFLANT or NSC Charleston, SC, for transshipment to ports in the UK.

d. Distribution Table 4

All shipments made direct from contractor plants to UK consignees in lieu of routing via NSC/POMFLANT, Charleston, SC. Includes combinations of: land and sea, land and air, and government and commercial shipments.

5-3 Because of early deliveries there may be a requirement to place equipment received from contractors into storage prior to shipment. This storage may occur at contractor plants, commercial warehouse, and/or various government storage facilities, including POMFLANT. Release from storage will be the responsibility of the cognizant SP Technical Branch. Shipping and invoice document distribution will be as described in Tables 1 through 4 when release is authorized.

5-4 Copies of documents furnished in Distribution Table 3 shall be mailed as appropriate to the following addresses:

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a. Material shipped via NSC Charleston:

Commanding Officer
Naval Supply Center
ATTN: Code 402 (UK)
Charleston, SC 29408

b. Material shipped via POMFLANT:

Supply Officer
POMFLANT (SPC-444)
Charleston, SC 29408

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DISTRIBUTION TABLE 1

SHIPMENTS FROM NSC/POMFLANT CHARLESTON
TO UNITED KINGDOM VIA SURFACE SHIPMENT

FORM NO.	NO. OF COPIES REQUIRED	DISTRIBUTION
A. DD Form 1348-1, 1149 or 250	1 copy in addition to standard distri- bution	On shipments to Copenacre, Faslane, Rosyth and RNPS, 1 copy attached to matching documents to be air mailed to DGST(N)37C RNSD Copenacre. On shipments to Coulport, 1 copy attached to matching documents to be air mailed directly to consignee.
B. DD Form 1384, 1387, etc., as appropriate for ocean shipments under MILSTAMP procedures	1 copy of each	On shipments to Copenacre, Faslane, Rosyth and RNPS, 1 copy with DD Form 250 or 1348-1 attached to be air mailed to DGST(N)37C RNSD Copenacre. On shipments to Coulport, 1 copy with DD Form 250 or DD Form 1348-1 attached to be air mailed directly to consignee. On shipments to Faslane, 1 copy of DD Form 1384 to be air mailed to consignee.

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DISTRIBUTION TABLE 2

SHIPMENTS FROM NSC/POMFLANT CHARLESTON
TO UNITED KINGDOM VIA AIR

FORM NO.	NO. OF COPIES REQUIRED	DISTRIBUTION
A. DD 1348-1 DD 1149 or DD 250	1 copy in addition to standard distribu- tion	On shipments to Copenacre, Faslane, Rosyth and RNPS, 1 copy attached to matching documents to be air mailed to DGST(N)37C RNSD Copenacre. On shipments to Coulport, 1 copy attached to matching documents to be air mailed directly to consignee.
B. DD 1384, DD 1387, as appropriate for air shipments under MILSTAMP procedures	1 copy of each form	On shipments to Copenacre, Faslane, Rosyth and RNPS, 1 copy with DD Form 250 or DD Form 1348-1 attached to be air mailed to DGST(N)37C RNSD Copenacre. On shipments to Coulport, 1 copy with DD Form 250 or DD Form 1348-1 attached to be air mailed directly to consignee. On shipments to Faslane, 1 copy of DD Form 1384 to be air mailed to consignee,

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DISTRIBUTION TABLE 3

SHIPMENTS FROM CONTRACTOR TO NSC/POMFLANT CHARLESTON
FOR TRANSSHIPMENT TO THE UNITED KINGDOM

FORM NO.	NO. OF COPIES REQUIRED	DISTRIBUTION
A. DD Form 1348-1 or 250	1 copy in addition to copies normally pro- vided with shipment	Forward 1 copy by air mail direct to Code 09UK NSC Charleston. 1 copy attached to matching shipping documents mailed to NSC/POMFLANT using address in paragraph 5-4
B. DD Form 1348 or SF 1103	1 copy in addition to copies normally accompanying shipment	1 copy to NSC/POMFLANT using address in paragraph 5-4
C. UK FBMWS/SWS REPSHIP	Message format	Distribution as indicated in Appendices 6 and 7

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DISTRIBUTION TABLE 4

SHIPMENTS FROM CONTRACTORS TO UK CONSIGNEES
(NOT ROUTED VIA NSC/POMFLANT CHARLESTON)

FORM NO.	NO. OF COPIES REQUIRED	DISTRIBUTION
A. DD Form 250	2 additional copies to those provided under standard procedures	Forward 1 copy by air mail direct to Code 09UK NSC Charleston. On shipments to Copenacre, Faslane, Rosyth and RNPS, 1 copy attached to an equal number of shipping documents as described below to DGST(N)37C RNSD Copenacre. On shipments to Coulport, 1 copy attached to an equal number of shipping documents by air mail directly to the consignee.
B. DD Form 1348 or SF 1103	1 additional copy to those provided under standard procedures	On shipments to Copenacre, Rosyth, Faslane, and RNPS, 1 copy of movement documents to each set to be forwarded by air mail to DGST(N)37C RNSD Copenacre. On shipments to Coulport, 1 copy of movement documents with DD Forms 250 attached to each set to be forwarded by air mail to the consignee.
C. UK POLARIS/ TRIDENT REPSHIP	Message format	As described in Appendices 6 and 7

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APPENDIX 6

UK CONUS REPSHIP PROCEDURES

6-1 REPORT OF SHIPMENT (REPSHIP) RCS 4610.38 (MIN:ETAUTH)

REPSHIPS are reports covering the movement of material that requires expediting, special handling (including items bearing security classification), environmental control or monitoring during transportation, advising that material is enroute. This advance notice advises of routing and special handling requirements and enables the consignee to make sufficient preparation for receiving the shipment. REPSHIPS usually will be transmitted through electrical communications services. When such service is unavailable or unable to provide the speed of transmission required, other rapid communications means may be used (i.e., commercial wire, telephone). UK REPSHIPS will not be prepared on UK FBMWS/SWS materials being shipped from contractors and other sites to POMFLANT for further transport (FFT) to UK destinations. US REPSHIP procedures will be employed for this type of movement and provisions of the FBM Movement Plan (NAVSUPINST 4600.69C) will be applied. Standard US distribution of UK REPSHIPS will be made when destination of shipment is POMFLANT. When transmitted, only the numeric indicators preceding the information heading below need be used to designate the topic of the line.

The Strategic Systems Program Office should be included in REPSHIP distribution only upon specific request. Each REPSHIP will provide the following information:

Subject: UK FBMWS/SWS REPSHIP

1. Consignor and origin.
2. Navy requisition/shipment order or contract number.

NOTE: In case of returned repairables include turn-in number.

3. Consignee and Destination (where applicable, add person to contact by name, code, and telephone number).
4. GBL/TCN/Commercial Air Waybill numbers(s).
5. Date shipped.
6. Route Order Number.
7. Routing (including junction or interchange points).
8. Car or equipment numbers/QUICKTRANS flight numbers.
9. General description of cargo. (For publications, handbooks, etc., include basic publication reference number.)

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10. Total weight in pounds, number of packages, total cubic measurement and dimensions of largest piece in shipment.

11. Specific environmental control requirements, if necessary.

12. Estimate time of arrival at destination.

13. Security classification of material (if unclassified, so state).

14. Remarks: Advise of shipment peculiarities, special handling, equipment required or other information considered necessary or useful to REPSHIP recipients.

6-2 DISTRIBUTION BY CONSIGNOR WHEN NOT FOR DIRECT OVERSEAS SHIPMENT

To: Consignee (CONUS)

6-3 DISTRIBUTION BY CONSIGNOR WHEN BEING SHIPPED BY SURFACE MEANS DIRECT TO UK FROM A POINT OTHER THAN CHARLESTON, SC

POD	Action:	NAVACTS DET Holy Loch
Faslane/ Holy Loch Glasgow	Info:	NAVACTS UK SPECPROJUK SSTO(N) FASLANE SUPT COULPORT MOD UK NAVY (COPENACRE FOR ST37C)

NOTE: Only the origin REPSHIP will be prepared for surface shipments moving to the UK via points other than Charleston, South Carolina. Follow up on this type of shipment will be through normal channels and shipping status information will be requested through SSPO (SP206) as required. Replies to request for status will be made by electrical communication to the inquiring party with information to the above.

6-4 THE NAVY MATERIAL TRANSPORTATION OFFICE (NAVMTO)

NAVMTO will transmit a message under the following conditions:

a. If booking is changed, distribution includes:

- (1) NAVACTS UK
- (2) Consignor
- (3) SPECPROJUK
- (4) Ultimate Consignee

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b. When material is of a dangerous nature or requires special handling, distribution includes all enroute QUICKTRANS station agents and appropriate air station personnel.

6-5 SHIPMENTS VIA MILITARY AIRLIFT COMMAND (MAC) SPECIAL ASSIGNMENT AIRLIFT MISSION (SAAM)

The consignor will forward a REPSHIP by telephone or priority message, as may be determined by existing circumstances at the time of movement, to the consignee and SSPO (SP50). Information to be transmitted is as follows:

Subj: UK FBMWS/SWS REPSHIP

1. SAAM.
2. MAC trip number.
3. Consignor and origin airfield.
4. Departure time.
5. UK ultimate consignee.
6. Estimated time of arrival at destination airfield.
7. Material characteristics (environmental or special handling).
8. Description of material.
9. Material security classification (if unclassified, so state).
10. Total number of pieces, weight and cube in the shipment. Dimensions of largest piece in the shipment.
11. Remarks: Information considered necessary or useful to recipients of the REPSHIP.

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APPENDIX 7

REPORT OF SHIPMENT (REPSHIP) PROCEDURES FOR THE
MOVEMENT OF UK FBMWS/SWS
MATERIAL TO AND FROM OVERSEAS AREAS

7-1 REPORT OF SHIPMENT (REPSHIP) RCS NAVSUP 4610.38

On all shipments moving directly overseas from the contractor or supplier, or any shipment moving other than through Charleston, the consignor will forward a REPSHIP immediately after confirmation of booking arrangements. The format for this REPSHIP is contained in subparagraph a. The SSPO should be included in REPSHIP distribution only upon specific request. The REPSHIP format for MAC SAAM movement is contained in paragraph 7-5.

a. Consignor REPSHIP format material:

Subject: UK FBMWS/SWS REPSHIP

- (1) Consignor and origin.
- (2) Navy requisition/shipment order or contract number (turn in document number in the case of returned repairables).
- (3) UK ultimate consignee.
- (4) GBL/TCMD (if more than one shipping document involved for transshipment purposes, they will be listed with the respective terminal points).
- (5) Date shipped.
- (6) (Not applicable).
- (7) Routing (including interchange points).
- (8) Name of carrier or QUICKTRANS/MAC flight number.
- (9) General description of cargo.
- (10) Total piece count, weight in pounds, and total cubic measurement, dimensions of largest piece in the shipment.
- (11) Specific environmental control requirements, if applicable.
- (12) Estimate time and arrival at destination (not CONUS transshipment point).

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(13) Security classification or material (if unclassified, so state)

(14) Remarks: Advise of shipment peculiarities, special handling equipment required, other information considered necessary or useful to REPSHIP recipients.

7-2 DISTRIBUTION OF REPSHIPS VIA MAC CHANNEL FLIGHTS TO PRESTWICK

a. Consignor

Action: MATCU CHARLESTON AFB, SC

Info: NATCO PRESTWICK
 NAVACTS DET GREENOCK
 SPECPROJUK
 SUPT BEITH
 SSTS (N) FASLANE
 NSC CHARLESTON
 NAVMTO
 SUPT COULPORT
 MOD UK NAVY (COPENACRE FOR ST37C)
 (NSC Charleston pass to Code 09/UK and 105.2)

b. MATCU CHARLESTON AFB, SC

Action: NATCO PRESTWICK

Info: NAVACTS DET GREENOCK
 SPECPROJUK
 SUPT BEITH
 SSTS (N) FASLANE
 NSC CHARLESTON, SC
 NAVMTO NORFOLK, VA
 SUPT COULPORT
 MOD UK NAVY (COPENACRE FOR ST37C)
 (NSC Charleston pass to Code 09/UK and 105.2)

NOTE: MATCU Charleston AFB is requested to include Atomic Coordinating Office (Washington (ACOW)) as info addressee when indicated on incoming messages.

7-3 DISTRIBUTION OF REPSHIPS VIA MAC CHANNEL FLIGHTS TO RAF STATION MILDENHALL

a. Consignor

Action: MATCU CHARLESTON AFB, SC

Info: CTO MILDENHALL
 SPECPROJUK
 NSC CHARLESTON SC

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NAVMTO NORFOLK VA
MOD UK NAVY (COPENACRE FOR ST37C)
(NSC Charleston pass to Code 09/UK and 105.2)

7-4 DISTRIBUTION OF REPSHIPS (COMMERCIAL AIR SHIPMENT DIRECT FROM CONUS TO UK)

a. Consignor

Action: NAVACTS UK

Info: NAVMTO NORFOLK VA
NATCO PRESTWICK
NSC CHARLESTON SC
SPECPROJUK
MOD UK NAVY (COPENACRE FOR ST37C)
(NSC Charleston pass to Code 09/UK and 105.2)

7-5 SHIPMENTS VIA MAC SAAM

a. Consignor

Action: NAVACTS UK

Info: NAVMTO NORFOLK VA
NATCO PRESTWICK
SPECPROJUK
NAVAIRFAC Overseas Aerial Port
NSC CHARLESTON SC
ULTIMATE CONSIGNEE
(NSC Charleston pass to Code 09/UK and 105.2)

Subj: UK FBMWS/SWS SAAM

- (1) SAAM.
- (2) MAC trip number.
- (3) Consignor and origin airfield.
- (4) Departure time.
- (5) UK ultimate consignee.
- (6) Estimated time of arrival at destination airfield.
- (7) Material characteristics (environmental or special handling).
- (8) Description of material.
- (9) Material security classification (if unclassified, so state).

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(10) Total number of pieces, weight and cube in the shipment.
Dimensions of largest piece in the shipment.

(11) Remarks: Add any information considered necessary or useful to recipients of the REPSHIP.

NAVSUPINST 4600.73B

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APPENDIX 8

US/UK FBWWS/SWS SYSTEM-CONTACT PERSONNEL*

ORGANIZATION	AREA CODE	OFFICE PHONE	AREA CODE	HOME PHONE
Strategic Systems Program Office Washington, DC 20367				
T. Jones (SP 2063)	202	695-4930	703	360-0544
Traffic Manager (SP 20631)	202	695-5197		

(AUTOVON 22 Plus Last Five Digits)

Transportation Directorate
Naval Supply Systems Command
Washington, DC 20376

Transportation Operations & Policy Division		
Trans Plans Officer (SUP 051)	202	746-3951
Duty Office (After hours)	202	695-4496

(AUTOVON 22 Plus Last Five Digits)

Material Management Programs
Division (CEL-MS13)
Naval Sea Systems Command
Washington, DC 20362

T. Heitzmann (SEA 06T)	202	692-7754	703	680-2038
W. Stockett (SEA 06T)	202	692-7754	301	679-1455
Duty Office	202	692-7527		

(AUTOVON 22 Plus Last Five Digits)

POLARIS Missile Facility
Atlantic (POMFLANT)
Charleston, SC 29408

M.F. Mathis	803	764-7604	803	553-3190
D.T. Ellis	803	764-7923/7609	803	552-3989
LCDR D.V. LeClair SC, USN	803	764-7535	803	553-3621

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After Hours
Warehouse Worker
(1600-2400 M-F)

803 764-7609

(AUTOVON 794 Plus Last Four Digits)

Strategic Weapons Facility
Pacific (SWFPAC)
Bremerton, WA 98315-5500

CDR R. G. Dashiell (Supply Officer)	206	396-4841		
LT W. E. Stupe (Material Div. Officer)	206	396-4135	206	697-3611
Tom Hansen (Traffic Manager)	206	396-4135	206	598-4687
Duty Officer (After Hours)	206	396-4525		

(AUTOVON 744 Plus Last Four Digits)

Navy Material Transportation
Office (NAVMTO)
Norfolk, VA 23511

T. Bayless 804 444-7385/4

(AUTOVON 564 Plus Last Four Digits)

Military Air Traffic Coordinating
Unit (MATCU)
Military Airlift Command Terminal
McGuire AFB, NJ 08641

H. Grice	609	724-3434	609	724-3434
				(Answering Machine)

(AUTOVON 440 Plus Last Four Digits)

Military Air Traffic Coordinating
Unit (MATCU)
Charleston AFB, SC 29404

E. O. Worsham	803	554-2149	803	747-4477
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(AUTOVON 583 Plus Last Four Digits)

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Military Air Traffic
Coordinating Office (MATCO)
Military Airlift Command
Terminal

Dover AFB, DE 19901 302 678-6135

(AUTOVON 455 Plus Last Four Digits)

Military Air Traffic Coordinating
Office (MATCO)
Military Airlift Command Terminal
Travis AFB, CA 94535

T. Wells 707 438-3422

(AUTOVON 837 Plus Last Four Digits)

Naval Supply Center
Charleston, SC 29408

H. C. Smith 803 743-6121 803 553-5329
Duty Office 803 743-2660

(AUTOVON 794 Plus Last Four Digits)

Supervisor of Shipbuilding
Conversion and Repair, USN
c/o General Dynamics Corp.
Electric Boat Division
Groton, CT 06340

J. W. Altman 203 446-3231
F. C. Clark 203 446-3231
Duty Office 203 446-5530

U.S. Naval Ordnance Test Unit
Cape Canaveral, FL 32925

LT D. Hicks SC USN 305 853-9211 305 636-7802
Duty Office 305 853-9144

(AUTOVON 467 Plus Last Four Digits)

Naval Plant Representative Office (NAVPRO)
Lockheed Missiles and Space Co.
Sunnyvale, CA 94088-3504

Helen Thommes	408	742-9090		
B. Fleming	408	743-1706	408	736-1135

Air Force Plant Representative Office (AFPRO)
Aerojet General Corp.
Sacramento, CA 95813

A. Chiles	916	355-2061		
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Naval Plant Branch Representative
Hercules, Inc.
Bacchus Works
P.O. Box 157
Magna, UT 84044-0157

G. K. Wanczyk	801	251-1303	801	544-1932
C. Warr	801	251-1137	801	250-0183

Naval Plant Technical Representative
UNISYS Corp.
Great Neck, NY 11020-7001

R. Keller	516	574-3500	516	746-6184
C. Acompora	516	574-3505	516	488-5238

DCASPRO AT&T Technologies
204 Graham-Hopedale Road
Burlington, NC 27215

R. L. Short	919	228-3312	919	563-1502
H. W. Harville	919	228-4177	919	227-7094
J. A. Starr	919	228-3131	919	471-1762
J. P. Nelson	919	228-3467	919	229-6128

DCASPRO Westinghouse Electric Corporation
7 Aendy Avenue
Sunnyvale, CA 94086

C. Green	408	735-2395	408	379-2097
Sandra Stewart	408	735-2362	415	792-4998
D. Ujifusa	408	735-3271	408	246-7898

NAVSUPINST 4600.73B

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Naval Plant Representative Office
General Electric Ordnance Systems
100 Plastics Ave.
Pittsfield, MA 01201-3696

B. A. Scapin	413	494-2191	413	442-7054
J. C. Barile	413	494-2422	413	684-2367
J. Bostic, Jr.	413	494-2117	413	684-3318

Naval Avionics Center
Indianapolis, IN 46218

R. Schaffer	317	353-7627	317	345-2583
Marvin Austin	317	353-7965	317	786-2038
Duty Office	317	353-3105		

(AUTOVON 794 Plus Last Four Digits)

Air Force Plant Representative Office
c/o Rockwell International Corp.
3370 Miraloma Avenue
Anaheim, CA 92830

D. Mericle	714	632-2042
R. Glodt	714	632-2042

DCASMA Santa Ana
34 Civic Center Plaza
Santa Ana, CA 92712

John Guerrero	714	836-2791
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(AUTOVON 873 Plus Last Four Digits)

*Addressees are requested to review on 1 July and 1 January, the personnel information contained in this Appendix. Within 15 days after such review appropriate changes should be forwarded to the Director, Strategic Systems Program Office, (SP206) for supplementary change. Negative reports are not required.

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APPENDIX 9

LIST OF US CONTACTS IN THE UNITED KINGDOM

ORGANIZATION	OFFICE PHONE
Naval Air Traffic Coordinating Office (NATCO) Prestwick, Scotland	
K. McKay	Prestwick (0292) 78843/79866 (No AUTOVON)
Military Airlift Command (MAC) Mildenhall, England	
Mr. Paul C. Wilkins	Mildenhall (0638) 712511 Ext. 2083/2592
TSGT T. Williams, USAF	Ext. 2083/2592 (AUTOVON 238-2247/2272)
Special Projects Office United Kingdom, London	
LCDR R.T. Strother, SC USN	01-218-2430
CDR R.J. Peterson, USN	01-218-2319